

F1 MAX AND LEWIS CLASH YET AGAIN

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16 SEPTEMBER 2021

ITALIAN GP SHOCK!

CAN'T THEY RACE FAIRLY?

Verstappen and Hamilton
crash out as Ricciardo
leads McLaren 1-2 at Monza



**'I didn't think Max
would lose control'**

LEWIS HAMILTON

**'He kept pushing
me and there was
nowhere to go'**

MAX VERSTAPPEN

PLUS

- Montoya's magic moments
- Goodwood Revival preview
- Young Driver final 10 revealed



Liam Lawson
Professional Racing Driver
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Bravo to McLaren and Ricciardo, but Max and Lewis need to talk

There were conflicting emotions following last weekend's Italian Grand Prix. On the one hand, it was fantastic to see McLaren – and the likeable Daniel Ricciardo – return to the top of the Formula 1 podium. On the other, seeing Lewis Hamilton and Max Verstappen again fail to race cleanly was disappointing.

As Alex Kalinauckas shows in our report on page 16, Ricciardo stood a good chance of winning even if Hamilton and Verstappen had made it through the first chicane on lap 26. The MCL35M was quick all weekend at Monza, and Ricciardo had track position from the start.

The clash between the two championship contenders created more controversy, and one hopes that the penalty handed out to Verstappen encourages him to be a little more nuanced with his approach (p15).

Another eye-catching performance came from 20-year-old Kalle Rovanpera on the Acropolis Rally (p34). That perhaps gave a glimpse at the future of the World Rally Championship, even though Sebastien Ogier now looks set to take an eighth world title.

Along with Aston Martin and the British Racing Drivers' Club, Autosport has restarted its quest to find and help the best of young British racing talent. Turn to p12 to see the 10 on our shortlist for the 2021 Aston Martin Autosport BRDC Young Driver of the Year Award, which returns following its 2020 hiatus.



Kevin Turner

Kevin Turner
Chief Editor

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**NEXT WEEK
23 SEPTEMBER**

Goodwood Revival
All the highlights from
the big historic
extravaganza



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Mauger/Motorsport Images

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Albon (right) and Latifi will form the (very tall) Williams line-up in 2022



THE SAGA THAT LED TO ALBON'S WILLIAMS SEAT

FORMULA 1

Alex Albon will make his Formula 1 return with Williams in 2022, but it needed his Red Bull bosses to help engineer a deal via a temporary split for him to be Mercedes-bound George Russell's replacement.

The Anglo-Thai was dropped by Red Bull at the end of last year in favour of Sergio Perez, and moved into a reserve and test-driver role with the Milton Keynes-based squad, while undertaking a race programme in the DTM. Any hopes he had of a comeback with either of the energy drink giant's two teams were dashed, with both Red Bull and AlphaTauri electing to stick to their current line-ups for 2022.

With bosses at not only the F1 team but Red Bull itself eager to get Albon back on the grid, a deal was engineered with new Williams owner Dorilton. But things were not so straightforward: Albon's close affiliation with Red Bull led to politicking amid concerns from Williams engine supplier Mercedes about knowledge he could gain.

With Red Bull becoming an engine manufacturer in its own

right when it takes over the Honda engine project at the end of this season, Mercedes was clear that it did not want any of its secrets taken to its competitor. In the end, to get the Albon/Williams deal across the line, Red Bull agreed to release him from his contractual ties for at least the next 12 months.

Mercedes team boss Toto Wolff said that, while he did not want to interfere in Williams's driver choice, he could not accept any risk of knowledge being transferred to a rival. "What was important for us is if a driver from another power unit manufacturer joins the team then there is very strict and clear IP confidentiality clauses," explained Wolff. "That was always in great harmony with Williams; they know exactly where we are coming from and what is important to protect."

Albon, who had faced an uncertain few weeks as the details of the tricky Red Bull contractual situation were hammered out, was clear that Williams was always his first choice even though there had been talks with Alfa Romeo.

"Looking at Williams, I would say that the first thing is they look like

they're on the up," he said. "They've obviously got the investment coming in, but also I had the chance to visit the team and they all seemed very positive, optimistic. They were very keen to talk to me and get involved and to make things happen. It seemed like a great choice to get back on to the grid."

The Red Bull deal with Williams for Albon has also triggered speculation that it could be the precursor to a closer technical partnership between the two teams. With Red Bull producing its own engines for new rules that are due from 2026 at the latest, Williams could be a potential first customer.

Albon's confirmation at Williams alongside Nicholas Latifi means that the only seat effectively still available for 2022 is at Alfa Romeo. With its deal to take Valtteri Bottas already in place, the team says it is in no rush to finalise what it does with the second seat.

Antonio Giovinazzi is still hoping that he can earn a reprieve, although difficulties in capitalising on strong qualifying performances at Zandvoort and Monza will not have done his cause much good.

BRITISH GP GETS EARLIER DATE SLOT

FORMULA 1

The British Grand Prix has shifted forward by two weeks for 2022 and will take place over 1-3 July.

F1 is yet to reveal its provisional calendar for next season, but the Silverstone race date is the first to become publicly known following an announcement by the circuit last Friday.

The earlier date could potentially open up more space in July for other events to take place. A draft 2022 calendar is set to be issued to teams in the coming weeks, but caution has already been urged by some to avoid the use of triple-headers through the



season for fear of the impact on team personnel. Last weekend's Italian GP completed the second triple-header of the 2022 season, and a third is planned across Mexico, Brazil and Qatar.

McLaren boss Andreas Seidl said that F1 should "avoid them completely" in 2022, while Haas team chief Gunther Steiner believed

there would be more double-headers next season. "I haven't seen the calendar, and it's not only what we want to do, it's also when the hosts of the races want the races to be," said Steiner at Monza. "But in general, everybody knows that triple-headers are very demanding to the personnel, and you feel it again here."

LUKE SMITH



Indications point to Formula 2 title contender Guanyu Zhou being at the top of Alfa Romeo's list thanks to his strong speed this year and some healthy backing he is understood to have from China.

While Sauber Academy driver Theo Pourchaire continues to impress in his rookie F2 season, it is more likely that he would be handed a test-and-development role for Alfa Romeo in the short term. This would make more sense as F1 looks to make it mandatory to run rookie drivers in some Friday practice sessions from 2022.

Alfa team boss Fred Vasseur wants to wait for the F2 season to near its conclusion before he makes a call on what he does. "We have some young kids that need to do more races," he said. "And we won't be able to have a clear picture before."

JONATHAN NOBLE

P16 ITALIAN GP



Merc moves to help VW entry

FORMULA 1

Mercedes is willing to drop the MGU-H from Formula 1's next engine generation to help facilitate an entry by the Volkswagen Group.

F1 held its latest crunch meeting over the upcoming engine formula, which looks set for introduction in 2026, at Monza last weekend. The manufacturers have been discussing options to make a simpler, more sustainable and cost-efficient power unit. One of the most interested parties is the VW Group, which had two of its marques — Audi and Porsche — represented at the previous major meeting at July's Austrian GP.

Mercedes F1 boss Toto Wolff

confirmed that the plan was to drop the MGU-H, used to recover or store energy to and from the turbocharger, but added that there are other areas that need agreement. "There are several other topics where compromise needs to be found," he said. "And, if compromise cannot be found, then we will probably revert to the governance and have 2026 regulations that the FIA and FOM are going to come up with."

F1 is looking to bolster its level of manufacturer involvement following Honda's decision to quit. While Red Bull is set to take over Honda's IP, only Mercedes, Renault and Ferrari remain on the grid as road-car manufacturers.

LUKE SMITH



GALLOWAY/MOTORSPORT IMAGES

Di Grassi goes to Venturi, but for how long?

FORMULA E

Lucas di Grassi has been unveiled as a Venturi Racing driver for the 2022 Formula E season as the Brazilian temporarily breaks free from the Audi and Abt stable.

Although details of di Grassi's new contract to become team-mate to 2021 runner-up Edoardo Mortara have been kept under wraps, it's likely that his switch is the equivalent of a football player moving for a season-long loan.

Abt wanted to stay in Formula E after Audi's exit. That plan was kiboshed when an American TV commercial backer reneged on a deal, but Abt boss Thomas Biermaier has confirmed to Autosport that plans are still afoot for the German team to return for Gen3 in 2022-23. If it does come back as intended, di Grassi will return to the fold.

The 2016-17 champion said: "Anyone who knows me knows how competitive I am. Driving for a team that I

know can fight at the front and really challenge for the championship is essential.

"The team performed very, very well last season [seventh in the standings]. You can see that the team has progressed a lot in recent years, the momentum is really there, and they have shown clear improvements in every area."

Norman Nato is yet to agree a deal to return to his previous role as the team's reserve while he seeks a seat elsewhere on the grid. But

after losing podiums in Rome and Valencia to penalties, his last-gasp win in Berlin came too late to save his seat now that the Mercedes customer powertrain has made Venturi an increasingly appealing prospect for drivers.

Team principal Susie Wolff added: "To have both cars scoring points in every race is essential for us for the teams' championship and, with our new driver line-up, there's a lot to feel optimistic about."

MATT KEW

Monza back to replace Rally Japan

WORLD RALLY CHAMPIONSHIP

Rally Monza will replace the recently cancelled Rally Japan as the final round of this year's World Rally Championship.

The Italian event, which takes place on 19-21 November, had been expected to take the slot vacated by Rally Japan after organisers last week confirmed its cancellation for the second consecutive year due to the COVID-19 pandemic.

Monza stood in as the final round of last year's COVID-19-impacted calendar and was won by Toyota's Sebastien Ogier, who secured a seventh world title in the process. Details regarding the formats and stages of the 2021 edition of the rally, which will incorporate the famous Monza circuit, are yet to be announced.

Confirmation of Monza's inclusion on the calendar ensures that there will be three remaining events in the 2021 season, with the championship set to head to



Finland and Spain in October.

While WRC teams and local marque Toyota in particular are saddened not to be heading to Japan this year, organisers are hopeful that the event will take place in 2022. "I take this opportunity to also express my heartfelt gratitude to all who worked so tirelessly in order to make this event possible," said Rally Japan executive committee chairman Satoshi Suzuki. "We are determined to do our best in order to overcome this COVID-19 pandemic and successfully be able to hold the WRC in Japan in 2022. I pray for the safety of all."

Meanwhile, Hyundai will field Oliver

Solberg in a WRC car on the penultimate round of the championship at Rally Spain. The 19-year-old has so far made two WRC appearances with the team – on Arctic Rally Finland, where he finished seventh, and on the Safari Rally, where he retired – but this represents his top-flight asphalt debut. He had a run to victory on asphalt in the i20 WRC on the Rally di Alba in Italy.

"When I drove the Hyundai i20 Coupe WRC in Alba earlier this year, the experience was just amazing," said Solberg. "For sure I'm really, really looking forward to it. It'll be an awesome challenge."

TOM HOWARD



NLS BMW's new M4 GT3 made what was described by the German manufacturer as a successful race debut in last weekend's six-hour round of the NLS on the Nurburgring Nordschleife. The car, entered in the SP-X class and driven by Augusto Farfus and Philipp Eng, was running in the top 10 before a planned exercise to run the car out of fuel brought it to a halt at the pitlane entry in the final minutes. The next development race for the car ahead of its homologation and release to customers for next season is set to be the Barcelona GT World Challenge Europe Endurance Cup finale on 10 October. The Nurburgring race was won by the Manthey Racing Porsche of Kevin Estre, Michael Christensen and Lars Kern from the Dan Harper/Max Hesse/Neil Verhagen BMW M6. **Photograph by BMW**

Ciceley prepares BMW for hybrid testing

BTCC

A BMW has joined the British Touring Car Championship hybrid development programme as the series prepares for its new era beginning in 2022.

The Cosworth Electronics-built hybrid system had hitherto undertaken all its running in a Speedworks Motorsport-built, front-wheel-drive Toyota Corolla. But a desire to see rear-wheel-drive cars represented has led to Ciceley Motorsport

preparing its BMW 125i M Sport to run in hybrid trim.

Ciceley acquired the ex-Boardley BMW last winter from Team Hard, in part-exchange for its old Mercedes A-Class machinery, in order to get Adam Morgan and Tom Chilton up to speed with rear-wheel drive before delivery of its new-for-2021 330is from official BMW team West Surrey Racing.

Ex-BTCC race winner and new driving standards officer James Cole was due to test the



car at Snetterton this week, with Andrew Jordan on hand in the Speedworks Toyota.

"We were concerned that the front-wheel-drive car had some running, and there are eight rear-wheel-drive cars on the

grid," said Ciceley commercial chief Norman Burgess. "After discussions with TOCA, Cosworth and WSR, it was agreed that we would all chip in to run it as a hybrid test car."

MARCUS SIMMONS

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BMW chooses Dallara for LMDh

IMSA

BMW's first prototype since the Le Mans 24 Hours-winning V12 LMR of 1999 will be developed in conjunction with Dallara. The German manufacturer agreed a long-rumoured deal with the Italian constructor last week to work on a new LMDh hybrid for the IMSA SportsCar Championship in 2023.

A statement from BMW explained that it has partnered with Dallara for its "enthusiasm" and "expertise".

BMW M GmbH boss Markus Flasch, whose remit includes BMW Motorsport after it was incorporated into the M division last winter, said: "After speaking to all the possible chassis partners, the decisive factor in our decision was that Dallara, with all its expertise and experience, was enthusiastic about working together with BMW M Motorsport. The chemistry was there between us from the word go.

"In Dallara, we are delighted to have found a partner for our LMDh project that shares our passion, professionalism and huge ambition in motorsport and, like us, is fully committed to the goal of writing a new success story in the history of BMW M Motorsport from 2023."

Maurizio Leschiutta, who is heading up the LMDh project at BMW, added: "Its

expertise extends to the fields of chassis manufacturing, engineering, development, windtunnel tests and simulations."

Leschiutta worked on the Maserati MC12 project undertaken in conjunction with Dallara, while company founder Giampaolo Dallara has historical links with BMW: he was a consultant on the M1 project in the 1970s through his links with Lamborghini.

The LMDh rules allow a manufacturer to take a chassis from the one of the four licensed LMP2 constructors as the basis for one of the new prototypes that will be eligible for the World Endurance Championship as well as IMSA. It has already been announced that Dallara will maintain its relationship with the General Motors Cadillac marque for its new LMDh.

No technical details of the new BMW LMDh, including the configuration of engine, were revealed on the announcement. BMW talked about "two prototype cars" in its statement, which can be interpreted as the number of factory entries it intends to make in the IMSA series. Testing, said the statement, will begin in 2022.

There was no mention of the WEC or the Le Mans 24 Hours from BMW. It has stated that its LMDh programme is "fully-focused" on the IMSA series in North America.

GARY WATKINS

IN THE HEADLINES

MENEZES REPLACES MERHI

Peugeot World Endurance Championship signing Gustavo Menezes will contest the final two European Le Mans Series rounds with the Algarve Pro-run G-Drive Racing squad. The American will drive its Pro-Am ORECA-Gibson 07 at Spa this weekend and then the Algarve circuit next month with Rui Andrade and John Falb in place of Roberto Merhi.

HANSON STAYS AT UNITED

Reigning LMP2 World Endurance champion Phil Hanson will remain with United Autosports for a fifth consecutive season in 2022. The Briton will maintain his partnership with 2019-20 co-champion Filipe Albuquerque in one of two United ORECA 07s in next season's WEC.

BORTOLOTTI'S DTM DEBUT

Lamborghini GT3 talisman Mirko Bortolotti will make his DTM debut at Assen this weekend. The Italian will drive a third T3 Motorsport-run Huracan alongside team regulars Esteban Muth and Esme Hawkey.

BECKMANN OUT – AND IN

No sooner had David Beckmann lost his Charouz drive to Enzo Fittipaldi when he popped up at Campos Racing for last weekend's Formula 2 round at Monza in place of Matteo Nannini. The German picked up a best result of fifth in the triple-header.

EASTWOOD MAKES TF'S DAY

Charlie Eastwood and Sam De Haan made it a winning International GT Open return for TF Sport at the Red Bull Ring last weekend. Eastwood planted TF's Aston Martin Vantage GT3 on pole for the second race and built a large advantage in his stint, before De Haan brought it home. They were classified second in an opening race halted by a storm, with Michele Beretta and Frederik Schandorff the winners in a VSR Lamborghini. Joe Osborne and Nick Moss were third in that race in their Inception McLaren.

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Gordon Spice

1940-2021

OBITUARY

Gordon Spice, who has died at the age of 81 following a battle with cancer, was one of the finest tin-top drivers of his era.

Spice was best known for winning the top class of the BTCC for six consecutive seasons from 1975-80, and earning four world sportscar championship titles in the Group C2 category in 1985-88.

A driver of the old school, he was an accomplished raconteur who was invariably the life and soul of any social gathering. Away from the cockpit he was rarely seen without a cigarette in one hand and a drink in the other. His innate sense of fun belied a deadly serious approach when it came to racing.

Spice's London-born father George had humble beginnings as a city messenger boy before becoming wealthy in the cocoa business, enabling him to give Gordon and his siblings a good start in life. At age 18 the younger Spice emigrated to Australia as a "£10 pom" to take up a job in a finance company. He earned extra money in the evenings working as a barman in a Sydney hotel. Although he loved Australia and had quickly risen through the ranks in business, Spice was obliged to return to the UK in 1959 when he learned that his father was ill, only to discover later that it had been a family plot to get him home.

He returned home from a spell in the USA in 1961, and soon married his first

wife Valerie, also known as Birdie. By then his older brother Derek had done some racing with an Austin A40. Having sampled the car on a test day at Goodwood, Spice decided to have a go himself.

He bought an MG TF, but the car proved to be disastrously unreliable on his early outings with it in 1962. He replaced it with a Morgan and soon made rapid progress, so much so that in 1964 he made his first appearance at Le Mans, sharing a Deep Sanderson with Chris Lawrence.

He really began to make his name from 1965 onwards racing Minis, and in 1968 he won the 1000cc class of the British Saloon Car Championship (now the British Touring Car Championship). At the same time he was kept busy building up a successful car accessory shop business.

On track he continued to star in Minis until 1970, when he doubled up with an ambitious switch to the European F5000 Championship with a Kitchiner. This was a huge step given his lack of single-seater experience, but he finished as high as fourth overall at Monza and fifth at the Salzburgring before the money ran out. He also returned to Le Mans in Escuderia Montjuich's Ferrari 512S, having previously handled the team's Ford GT40.

Following a couple of seasons dabbling in F5000, Spice stepped back to saloons in 1973, racing the car that would eventually see him make his mark in the history books – the Ford Capri. Having got

divorced from Birdie earlier that year, he also met his future second wife, Mandy, on a blind date. Always fond of nicknames, he would affectionately refer to her as 'Creech', shorthand for creature.

Spice barely raced at all in 1974 after an ambitious project to race a Plymouth Hemicuda failed to come together. After finding a budget, he returned to F5000 in 1975, this time with a Lola. He began the year with a superb win in the Oulton Park Gold Cup, but his season ended early after a testing crash at Mallory Park left him with serious injuries.

For the next few years the Capri would be his main focus, and Spice's 1976 BTCC class title was followed by five more in an intensely competitive category, his car latterly run by his own team. He also raced extensively in Europe, winning the 1978 Spa 24 Hours with Teddy Pilette.

"Gordon was an exceptionally good driver," recalls four-time BTCC champion Andy Rouse, who was Spice's Capri team-mate in 1980. "He was one of those rare guys who could afford to go racing and was good at it – usually you can afford to go racing, or you're good at it but don't have the money. He was a good fun guy to be around and he ran his business and his team very well."

Triumph Dolomite ace Tony Dron, who was one of the few to take on the Capri hordes, agrees: "Gordy was a top bloke to race against. He was seriously quick,

consistently 'on it' all the way, and he never went in for any dirty tricks."

After scoring 28 overall BTCC wins, Spice switched his focus to sportscar racing. He'd had an outing at Le Mans with the hopeless Japanese Dome in 1979, and in 1980 he raced in the 24 Hours for the works Rondeau squad, finishing third. He returned with the French team in 1981, scoring another third place.

With his credentials established in the new Group C category, the plan for 1983 was to run a works Ford C100 in the world sportscar championship, alongside then-current F1 driver Marc Surer. But just before the season started Spice was left in the lurch when Ford cancelled the programme.

He subsequently became involved with a Tiga project originally put together by Australian Neil Crang. In 1984, together with third driver Ray Bellm, they dominated the Group C Junior category under the Gordon Spice Racing banner, although there was no drivers' title that year. That oversight was corrected under the new Group C2 name in 1985. Spice shared his first crown with Bellm, having now formed Spice Engineering to develop and run the car. The pair repeated the feat in both 1986 and 1988, and Spice also claimed the 1987 title with Fermin Velez. He also scored three C2 wins at Le Mans.

Run by Jeff Hazell, Spice Engineering evolved quickly as a constructor, selling customer cars. It moved into IMSA, initially with support from GM's Pontiac division.

In 1989 the company graduated to the main C1 category with a DFZ engine. Fighting problems with his accessory business, which was by now a public company, Spice stepped down to make way for drivers with sponsorship. He thus made his only outing of the year at Le Mans, sharing with Bellm and Lyn St James. He decided that it would be his last race, and he retired at the age of 49.

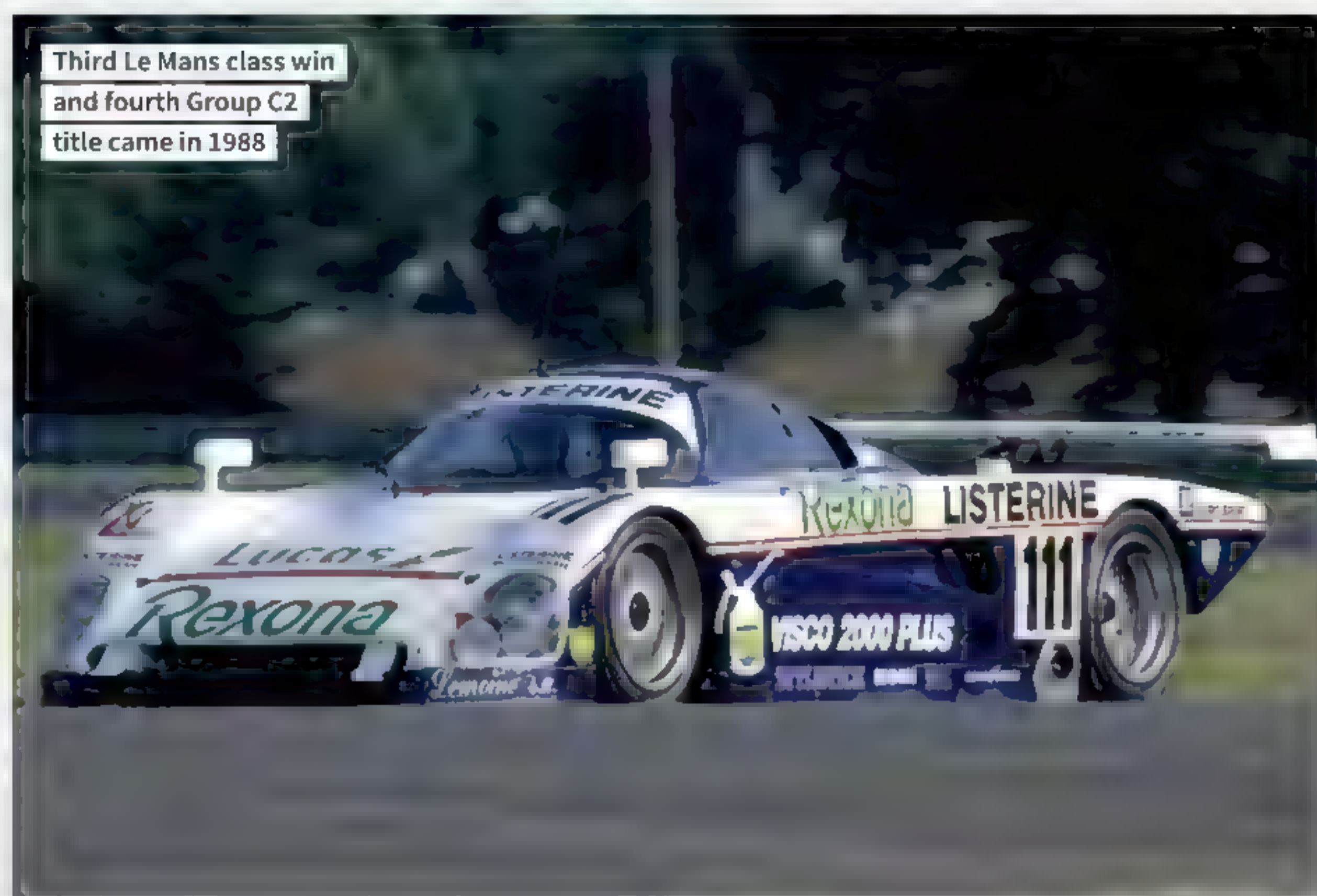
The cost of running in the top class caused financial problems and, at the end of 1990, Spice and partner Bellm ended their involvement with Spice Engineering.

Spice remained busy away from racing, pursuing a variety of business ventures, and spending time in Zimbabwe.

In 2009, shortly after surviving a cancer scare, he published his autobiography, *Life of Spice*. It covered not just his racing career but his colourful social life, his ups and downs in business, and his successes as a property developer in Berkshire, where he lived for much of his life.

Autosport sends its condolences to Mandy, their son Patrick, and to Gordon's many friends in the sport.

ADAM COOPER





FINAL 2021 AWARD CONTENDERS CHOSEN

The final 10 candidates for the 2021 Aston Martin Autosport BRDC Young Driver of the Year Award have been selected.

The Award, which started in 1989, aims to find and assist the best junior British racing drivers. There was a hiatus last year due to the pandemic, but the Award is returning in its familiar format.

Aston Martin joined the Award in 2019, and the prize for this year's winner includes £200,000.

Finalists have to be mainly competing in a category below FIA Formula 3 or be an FIA F3 rookie, and be 16 years old by the time of the Award tests. They must also be under 24 at the start of the year.

This year's final 10 are Italian and German F4 championship leader Ollie Bearman and his rival Luke Browning, W Series title contender Jamie Chadwick, FIA F3 racer Jonny Edgar, Euroformula Open frontrunner Louis Foster, British F4 challengers James Hedley and Matthew Rees, Formula Regional European podium finisher Alex Quinn, GB3 title favourite Zak O'Sullivan and fellow race winner Ayrton Simmons. Chadwick and Simmons are former finalists.

The judging panel reserves the right to introduce a wild card for drivers excelling during the closing stages of the season.

The judging panel includes British Racing Drivers' Club vice-president Derek Warwick, Award winners Darren Turner, Andrew Kirkaldy and Alexander Sims, British Touring Car star Jason Plato, top engineer Leena Gade, ex-F1 designer Mark Williams, leading commentator Ian Titchmarsh and Autosport's Kevin Turner.

The final four drivers will be selected during the next month. After a two-day test at Silverstone in MotorSport Vision Formula 2 cars, a BBM Sport Ginetta LMP3 sportscar and Aston Martin Vantage GT3 racers, the winner will be announced at the Autosport Awards on 19 December.



OLLIE BEARMAN

1st in Italian and German F4 with Van Amersfoort

The 16-year-old has been the class of the competitive Italian and German F4 championships in 2021. Bearman has won 12 races with Van Amersfoort Racing and leads the points in both series. Has also been a race winner in selected GB3 outings.



LUKE BROWNING

5th in ADAC F4 with US Racing

Having claimed last year's British F4 title, Browning made the unusual move to the German contest for 2021. Driving for Ralf Schumacher's US Racing squad, he has taken one win so far after the series' coronavirus-delayed start to the campaign.



JAMES HEDLEY

3rd in British F4 with Fortec/Carlin

The 2019 Ginetta Junior champion made a sensational start to his sophomore British F4 season with two wins and a third at Thruxton. Continued to lead the way until nightmare Knockhill weekend where he took a solitary point. Has now swapped Fortec for Carlin as he bids to reclaim top spot.



ZAK O'SULLIVAN

1st in GB3 with Carlin

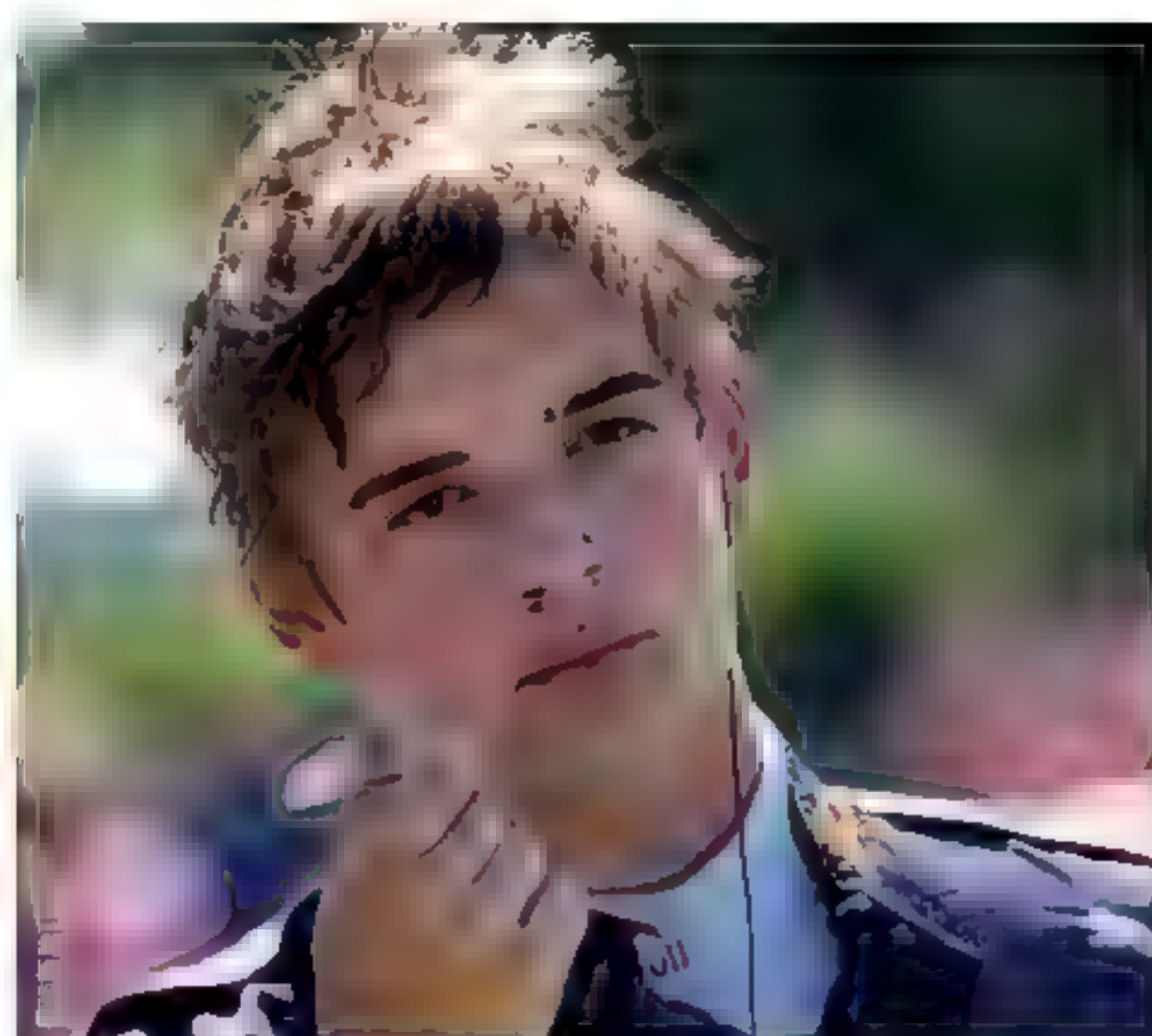
O'Sullivan has been the driver to beat in GB3 this year. The 16-year-old continued the impressive form from his first single-seater campaign last season, when he came oh so close to securing the British F4 crown. Seems set to make up for that disappointment this year, as he comfortably tops the points.



JAMIE CHADWICK

2nd in W Series

After a season in Formula Regional European last year, the 23-year-old from Bath is back on the W Series beat following her 2019 title success. She lies second in the points with two victories, only behind Alice Powell on wins countback.



JONNY EDGAR

18th in FIA F3 with Carlin

This 17-year-old won a thrilling German F4 title battle in 2020. He's had a tough time in FIA F3, with a best result of fifth, and is 18th in the points. But bear in mind that 2021 title favourite Dennis Hauger was 17th last year on his step up from F4...



LOUIS FOSTER

2nd in Euroformula Open with CryptoTower

After a winning cameo outing last year, Foster has been racing full-time in Euroformula Open this season and is embroiled in a close title fight. The 18-year-old has won three races with the Motopark-run CryptoTower Racing Team – all of them at Spa.



ALEX QUINN

7th in Formula Regional European with Arden

The 20-year-old won the Formula Renault Eurocup rookie title last year, and claimed fourth in the overall points, despite his deal with Arden coming at the 11th hour. That series merged with Formula Regional for 2021 and Quinn started brightly with two seconds in the early rounds.



MATTHEW REES

1st in British F4 with JHR Developments

Rees was a surprise early frontrunner in British F4, the rookie flying out of the box and taking the first four poles, while others got up to speed. After two tricky weekends for Hedley, Rees now leads the points despite also struggling for form and only having won twice so far.



AYRTON SIMMONS

2nd in GB3 with Chris Dittmann Racing

After an unsuccessful Euroformula Open foray last year, Simmons has now returned to the familiar surroundings of Chris Dittmann Racing in GB3. He won the opener but a differential issue linked to a Brands Hatch crash hampered him at Silverstone and he has lacked consistency since.



How Ricciardo turned it around

The Australian took time to find his feet at McLaren, but returned from the summer break refocused and re-energised — and now he's back on the top step of the podium

ALEX KALINAUCKAS

He stood alone in the gathering darkness. All his peers had long since departed, off to debrief and then enjoy an early night ahead of Formula 1's second sprint-race experience, or perhaps sample what delights of Monza and Milan they could within the current COVID-19 restrictions.

But Daniel Ricciardo was still chatting away. Autosport was alone too, standing in the Monza media zone beside the TV pen where Ricciardo was finishing up. Enquiring eyebrows and a small wave towards Ricciardo's McLaren press attache and then the man himself are enough to persuade them to stop for a chat before joining the rest of the pack in preparing for the two races to come.

We notice an interesting steel behind his smiling words. He's not happy to be so close to a brilliant result in qualifying (0.029 seconds behind Max Verstappen's third place), but at the same time is delighted to be back among the leaders.

The Australian's start to life at McLaren has not been smooth. He struggled to adapt to what the MCL35M needs at corner entry and fit that in alongside his late-braking preference in the initial months after joining from Renault. Overall, he just lacked confidence to take the McLaren to the limit Lando Norris showed it could reach. But there had been flashes of promise and potential. Ricciardo led the way for McLaren in Spain, and in Hungary he'd been set to rise to second behind Lewis Hamilton

"McLaren's recovery from misery with Honda goes from strength to strength"

before the result of Lance Stroll's first-corner gaffe intervened, the position that eventually brought Esteban Ocon glory.

But what happened next was key to his season's story. F1's summer break requires an enforced two-week shutdown at each team. While many of his rivals headed to Mykonos, Ricciardo went to his home in Los Angeles. There, he was able to reset in the "forced mental break", reflecting on "the good and the bad" he'd produced so far in 2021. He spent time figuring out how to tackle the second half of the year "with a renewed energy and focus".

Things were better from the off when F1 reconvened at Spa. Ricciardo qualified an excellent fourth in the wet conditions — his confidence with the MCL35M had increased. He rued a lack of "Q4" considering his sharp improvements. Zandvoort was tough for McLaren overall, the sweeping, high-speed sequences not

suiting its package, but Ricciardo did at least reach Q3.

After he'd stayed up until nearly 0100 watching F1 fan Emma Raducanu's history-making US Open win, Ricciardo's dream scenario played out from the front row alongside Max Verstappen at the start of the Monza race.

He held the Red Bull brilliantly at bay, using McLaren's traction strengths superbly (Ricciardo and Norris were always towards the top end of the speed figures measured at the finish line following the critical run out of the renamed Parabolica). The team had also altered the upper flap of its front wing to shed drag, and had a strategy gameplan for the race designed around winning.

Ricciardo is a proud member of the 20-driver 200-starts club (he's clocked up 202). Earning Fernando Alonso's respect in their Germany 2014 battle is a particular highlight of his career so far, alongside those eight victories.

So, is he back to his Verstappen-bothering best from their days as closely matched Red Bull team-mates? Not yet, he says.

"Closer, I'm definitely closer," he says when asked if there is still work to do in his quest to be fully and naturally gelled with the MCL35M. "I think there is still more to come."

As the celebrations wound down on Sunday night, it was time to reflect on how the race had been won. There was a sense that Norris had been forced to hold back in the second half of the race. But both drivers knew that teamwork and cooperation would be key to getting either the win that McLaren had been seeking for nearly nine years, or maybe going even better with a first 1-2 since Canada 2010.

Norris has been excellent in 2021, and some think he could have been the winner of the Spa race farce (surely not how he'd want to take his first F1 win!) given his speed up until his Eau Rouge Q3 crash. On the evidence he's provided so far this year, he should have nothing to fear from an improved Ricciardo, although whether or not he remains so cordial if his team-mate starts sweeping up many more glittering McLaren results at his expense is harder to predict...

McLaren should be, and is, delighted with Ricciardo's return to form. It has been the best of the rest behind the 'Class A' squads in F1 for the past two seasons, as its recovery from misery with Honda goes from strength to strength. Now it has a race win to prove its credentials — it's a well-run and ambitious operation of which McLaren CEO Zak Brown and team principal Andreas Seidl should be very proud.

A restored Ricciardo, and Norris showing no signs of falling away from the incredible level he has reached in 2021, makes a case — one that needs to be proved with additional and consistent evidence — for McLaren now possessing the strongest driver line-up in F1. 🏆



Ruining the title battle

Max Verstappen has all the ingredients to be a worthy champion, but his win-at-all-costs mentality could end up backfiring

KEVIN TURNER

Before the start of the 2021 Formula 1 season, the only question mark over Max Verstappen's championship credentials was whether he could rein himself in. We knew he had the speed, the team behind him, the wet-weather skills, the consistency — everything except the experience of fighting for a title and sometimes not going for a half-gap.

After his British Grand Prix clash with Lewis Hamilton, a similar question was raised: can Verstappen learn to look at the bigger picture and give his rivals racing room? If the events of the Italian GP are anything to go by, the answer to both questions remains a resounding no. The Silverstone accident was deemed to be Hamilton's fault. But more than one ex-F1 driver subsequently told Autosport that they felt it was a racing incident and, perhaps more importantly, that it showed Verstappen hasn't changed his 'you give way or we crash' approach.

In normal circumstances you could argue that the clash at Monza's first chicane was also a racing accident — one driver trying around the outside is rebuffed and contact ensues. It's also worth noting that in both the Silverstone and Monza clashes, the stewards' judgements implied partial blame for the non-penalised driver. But in the context of the ongoing battle between Hamilton and Verstappen, the Dutchman has to take more of the responsibility.

Time and again Hamilton has made sure the two haven't

“The two drivers need to reach some sort of understanding before they hurt themselves”

crashed. You could argue it was easy for him to do that in the past because he was fighting for world championships and Verstappen was not — the Mercedes driver could afford to lose the odd battle and still win the war. This year, however, the Red Bull RB16B has usually had a marginal advantage over the Mercedes W12. Hamilton can't allow Verstappen to have things all his own way.

Yet even in that context, Hamilton has shown he is still prepared to back off. When he tried to go around the outside of Verstappen at Imola, he was given no room and took to the sausages. At Barcelona, when Verstappen steamed down the inside into Turn 1, it was Hamilton who stepped aside. So it's not surprising that Hamilton, who was alongside as they approached Copse on the first lap of the British GP, didn't back off. Perhaps he thought that, at such a high-speed corner, Verstappen would give him room. After all, the Red

Bull driver was on the outside and had more to lose...

Hamilton is not one to deliberately cause an accident but at Copse he drew a line — and asked Verstappen the question: how would he respond, as a title challenger, to a more robust Hamilton? The championship leader answered on the first lap at Monza, when Hamilton had a look around the outside at the second chicane. Verstappen gave him no room, so the Merc backed out of it.

The Imola, Barcelona and Monza moves could all be deemed just about acceptable if Verstappen returned the favour in similar situations. But he doesn't. Hamilton showed that he wasn't going to make life easy on lap 26 of the Italian GP, and still Max kept coming. Realising Verstappen was still there, Hamilton gave him some room for the left-hander, but it was too late. Verstappen, who surely would have gone off on his own had he not had a Mercedes to land on, bounced across the sausage kerbs and the championship contenders again failed to have a clean fight.

“You need two people to work together, right?” said Verstappen. “So if one guy is not willing to work, then what do you do? It's still going to happen.” Quite. Hamilton has shown plenty of times that he is happy to ‘work’ with a rival. Indeed, in the 2019 Italian GP he decided discretion was the better part of valour when Charles Leclerc gave him insufficient room as they battled for the lead. Verstappen, on the other hand, is less accommodating.

There is an element of hypocrisy in Verstappen's attitude — he expects others to give space he will not afford them when roles are reversed. And that's a great shame. A combination of better stewarding and the post-Michael Schumacher generation — led by Kimi Raikkonen, Fernando Alonso, Sebastian Vettel, Hamilton and Jenson Button — has greatly improved wheel-to-wheel racing standards over the past decade and a half. It would be a shame if we were denied some genuinely good racing that Hamilton's and Verstappen's abilities should surely allow.

And, as Toto Wolff pointed out, there is the safety factor to consider. Verstappen's 51g impact at Copse was the biggest of his career, while Wolff said the halo “definitely saved Lewis's life” at the Rettifilo chicane. The two drivers need to reach some sort of understanding before they hurt themselves or someone else.

Red Bull could also help matters. Its chasing of a harsher penalty for Hamilton after Silverstone did it no favours. The team is supporting its man publicly, which is fine, but one has to hope that someone will have a quiet word with Verstappen in private.

Verstappen is a great driver, but his will to win at all costs could end up costing him the title. It would be a travesty if his career and modern F1 were sullied by an inability to know that you can stick as well as twist. ❧

P16 ITALIAN GP REPORT

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Verstappen's car
is craned away, and
Ricciardo takes
McLaren back to
winner's circle



RICCIARDO ENDS McLAREN'S WAIT AS TITLE RIVALS CLASH

The British team's first victory since 2012 was achieved on merit, although Hamilton and Verstappen's collision certainly didn't harm its cause

ALEX KALINAUCKAS

PHOTOGRAPHY  motorsport
IMAGES



Verstappen climbs from the wreckage as Hamilton attempts to extricate his Mercedes



“W

e earned it. We were leading. We were putting ourselves in a great position – the team made good pitstops. We put ourselves in a winning position and it wasn’t circumstances. We can sleep knowing that we earned every bit of this.”

Daniel Ricciardo was entirely correct in his assessment of McLaren’s 2021 Italian Grand Prix result. The Australian won the race ahead of team-mate Lando Norris, while title contenders Max Verstappen and Lewis Hamilton controversially clashed twice, the second contretemps putting both out and leaving the Mercedes driver dangerously close to being seriously injured.

But, even without *that* clash at the Rettifilo chicane just before the race’s halfway mark, there are plenty of reasons to suspect that Ricciardo and McLaren would have triumphed at Monza anyway.

Ricciardo had gone a long way towards earning some Sunday success with his excellent performance to take third in the sprint race (see page 21), which of course became second on the Grand Prix grid when Valtteri Bottas’s penalty for taking a fresh engine pre-‘normal’ qualifying was applied.

Then, right at the start, Ricciardo’s main race was transformed. He’d tried to banish thoughts of Hamilton’s terrible getaway from the second-place grid spot the day before – “Sometimes you do get a grid offset, like left side is better than right or something” – but

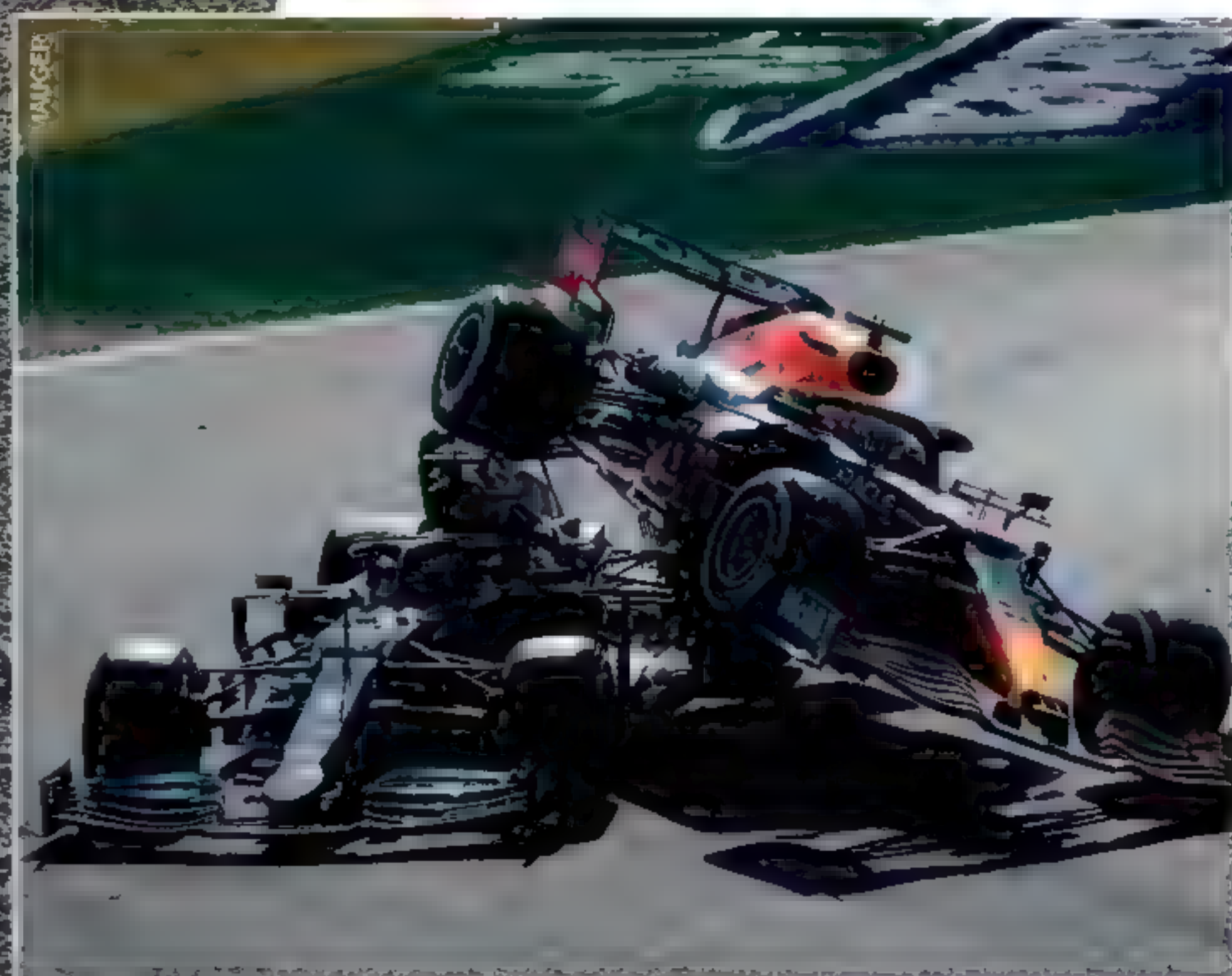
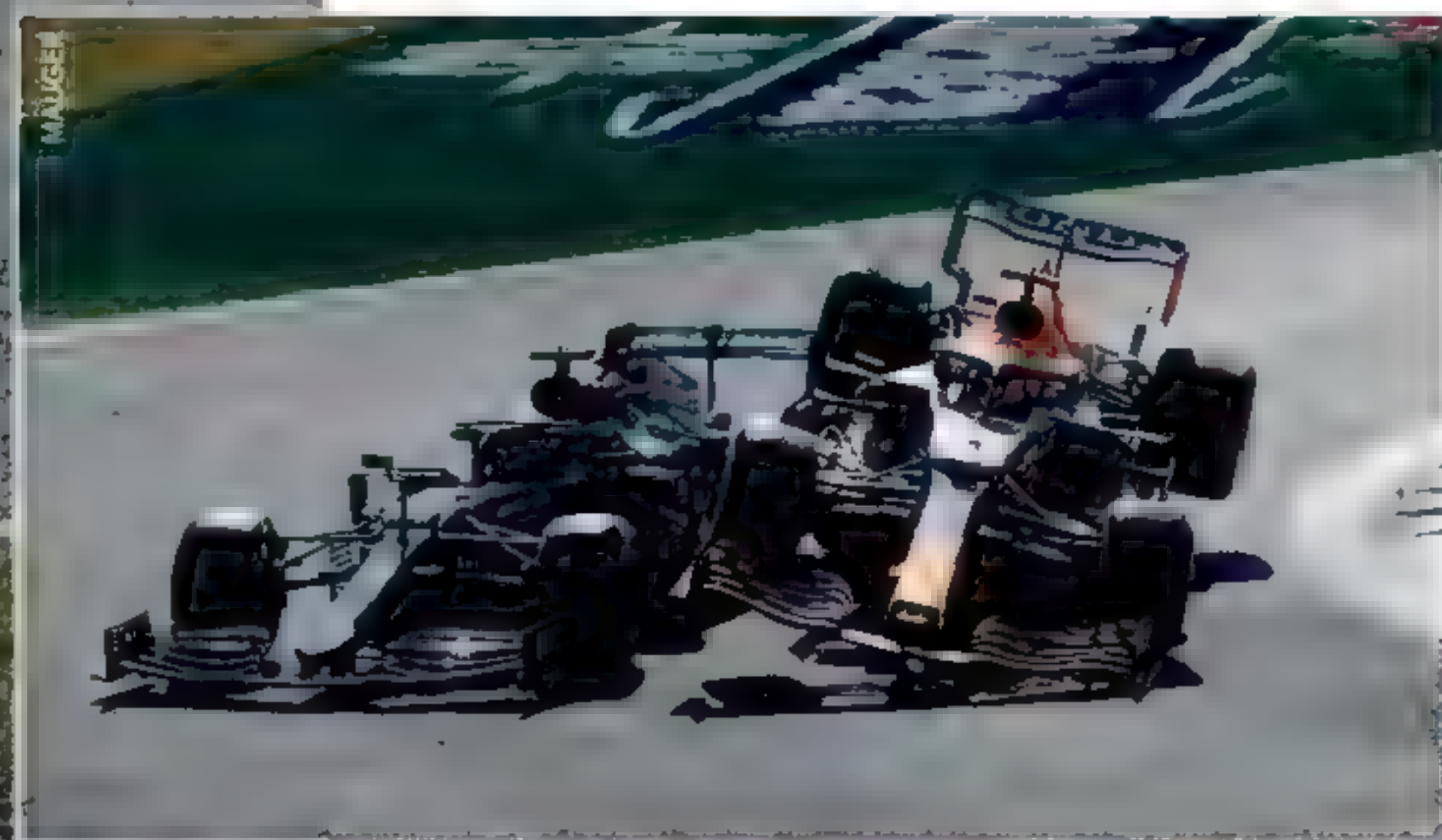
nevertheless didn’t feel his start was all that wonderful. This was thanks to the medium tyres that all the leaders, bar Hamilton from fourth, had started on. The yellow-walled rubber just didn’t have the same bite off the line as the softs that Ricciardo and Norris had used so well on Saturday.

But in any case, Ricciardo’s launch then became better forward momentum against inherited-polesitter Verstappen. As they charged up the gears on the long run to the first part of the Rettifilo, the McLaren surged fully alongside the Red Bull, Ricciardo sealing the move at the right-hand apex.

As Ricciardo shot clear, Hamilton accelerated around Norris’s outside emerging from the left-handed second apex to move up to third. His speed was so great through Curva Grande and down the next straight that Hamilton had enough momentum to make a move to Verstappen’s outside under braking for the Della Roggia chicane. It was a move similar to the pair’s clash at Imola.

And indeed, just as in the Emilia Romagna GP in April, this time in Lombardy in September Hamilton gave way when Verstappen forcefully stayed on the racing line, the Mercedes bumping over the kerbs before the chicane’s second apex and falling behind as Hamilton rejoined, with Norris repassing too. That decision was worth remembering 40 minutes later.

Ricciardo didn’t get a chance to pull clear of the slightly compromised Verstappen because the race was soon neutralised by a virtual safety car period. This was to allow the Monza marshals



to clear the debris resulting from Antonio Giovinazzi's clash with Carlos Sainz Jr exiting the second chicane. The Alfa Romeo driver was later penalised for rejoining in an unsafe manner, after his attempt to pass Charles Leclerc came unstuck when he locked up following the Ferrari into the chicane's second apex.

The race resumed when Ricciardo was exiting the Rettifilo on lap two of 53, and Verstappen was soon all over the McLaren. When DRS was activated on lap five, the Red Bull was already in range, and >>

QUALIFYING



It was quite a five days for Valtteri Bottas. Monday brought the announcement that, after five years with Formula 1's leading team, he will join Alfa Romeo for 2022. Then, as the sun set at Monza on Friday evening, Bottas topped 2021 Italian Grand Prix 'proper' qualifying.

The infuriating decision not to award an official pole statistic to the driver leading the Q1-Q2-Q3 sessions at F1's experimental sprint-race weekends means one of Bottas's finest achievements for Mercedes will not get the recognition it deserves, even with his Sunday podium. But what he accomplished in a golden hour on Friday should not be forgotten. It was a fitting reminder of his speed, given he beat statistically F1's best qualifier to first on the grid for the sprint race.

Lewis Hamilton had led the way in Q1 and Q2, Mercedes enjoying such clear supremacy over Red Bull that it left its cars running solo without needing tow tactics. Max Verstappen required Sergio Perez to provide a slipstream throughout qualifying, which was again characterised by traffic chaos in the early stages. Hamilton was also on top after the first Q3 runs, with his 1m19.949s 0.017 seconds clear of Verstappen and 0.065s faster than Lando Norris, McLaren going rather well with Mercedes power at a venue where it was second with Renault engines last year. Bottas, though, was down in fifth.

But the Finn claimed he was saving his best "for the end". Armed with a new engine, which Mercedes acknowledged did provide a small performance gain thanks to its freshness, he flew to a 1m19.555s, setting fastest sectors in the opening two thirds of the lap.

Hamilton was still in close contention but wound up 0.096s adrift, running just fractionally further to the left and over the serrated kerbs beyond the regular bumps out of Lesmo 2, and that was enough to make the difference.

Perez, who qualified down in ninth, "probably sacrificed half a second" to help Verstappen, said Red Bull team boss Christian Horner. The Dutchman secured third, albeit 0.411s down on Bottas and thinking it would have been "unrealistic" to qualify higher given Red Bull's struggle to trim out enough downforce to be fast on Monza's straights with its high-rake car concept.

Ricciardo, who ran a clear visor such was the "dim" view for the drivers in the twilight conditions, was left feeling "internal rage" at the small gaps to cars ahead, rueing time lost at the Della Roggia chicane in the difference to Verstappen. But he nevertheless secured his best dry qualifying result for McLaren.

"MERCEDES ENJOYED SUCH CLEAR SUPREMACY OVER RED BULL THAT IT HAD NO NEED FOR TOW TACTICS"

had been for two laps before the system went live. But the heavy pre-race favourite could not find a way by.

McLaren's overall lack of downforce compared to F1's leading teams, combined with the MCL35's excellent traction, which was on display earlier this year in Monaco and Austria in particular, means its package is very potent at Monza. Add in the DRS effect at the Italian track being significantly and critically smaller than at other venues, because the rear wings are trimmed down so much to save drag, and no wonder Verstappen was stuck. And so was Hamilton, for the second day in a row, behind Norris.

For 21 laps the status quo remained — McLaren and Red Bull held out on the ageing mediums to allow gaps to build to the pack behind, before coming in for what was scheduled to be a single stopper car.

Hamilton's hard tyres eventually made the difference in his battle with Norris, the world champion getting past with a run around the outside into the Della Roggia as his grip remained high on the white-walled rubber (which was actually good news for Ricciardo).

Ricciardo had been five seconds clear of the battle for third when he peeled in for his stop on lap 22, but Verstappen remained a threat and stayed out one lap longer. "Unless he sent a Hail Mary, it was going to be tough for him to pass," Ricciardo said of Verstappen's first-stint chase. "I think where I felt I was a little vulnerable was at the end of that stint, where the tyres were going off, but I believe the others were suffering as well."

They sure were. Verstappen told Red Bull his tyres were "f*****" as he tried to push in free air on lap 23 before coming in for his own set of hards. But here things went wrong.

An 11.1s stop due to a problem with the front-right change — the cause of which Red Bull was unsure of as it departed Monza — meant the already faint hope Verstappen had of overcutting his former team-mate was gone. Ricciardo had lit up the timing screen with personal bests in the second and third sectors in any case.

Then came the crash. Norris had pitted after being passed by Hamilton and, like Ricciardo, displayed searing out-lap pace. It was enough to undercut the Mercedes when Hamilton came in at the end of lap 25, the Briton having actually asked to stay out as he felt the "tyres are good".

But Mercedes knew it had the chance to jump the delayed Verstappen, and it wasn't about to let such an opportunity go. It was also armed with the knowledge that Hamilton had passed Norris once already, and that the younger Briton did not have a tow from Ricciardo by this stage — a crucial factor in Norris's sprint-race heroics to defy Hamilton.

A 4.2s stop from Mercedes was enough to get Hamilton out ahead of Verstappen, incensed and snapping at engineer Gianpiero Lambiase after the pitstop delay. But it wasn't by much. In fact, Verstappen had enough speed to send his car shooting to Hamilton's outside as they braked for Rettifilo, then stayed there around the first

"THE RED BULL CLIMBED ONTO THE MERCEDES' REAR WING, THEN ENGINE COVER, ROLLHOOP, HALO AND NOSE"

apex. Just like on the first lap, one contender held the racing line with the other forced onto the kerbs. But unlike Hamilton at the Della Roggia earlier, Verstappen didn't back out of the move.

He stayed half on the kerbs and was launched off the raised orange 'sausage', the Red Bull climbing onto the Mercedes' rear wing, then engine cover, rollhoop, halo and nose. Terrifyingly, Verstappen's right-rear squashed Hamilton's helmet. Both were out of the race, in the gravel behind the Rettifilo. Hamilton tried to reverse out from underneath the Red Bull, but was beached and was ordered to switch off his Mercedes.

The stewards would later determine that Verstappen was "predominantly to blame for the incident" since he arrived at Rettifilo "too late to have 'the right to racing room'", was never fully alongside Hamilton, and, crucially, could have turned out of the crash by cutting over the kerbs. Hamilton was "driving an avoiding line", said the stewards, but could have given Verstappen a car's width — >>



Ricciardo didn't rate his start, but momentum built to seize the lead at Rettifilo

SPRINT RACE



When it selected the 2021 Italian Grand Prix to be its second sprint-race experiment, Formula 1 was no doubt hoping that the 18-lap Saturday event would turn out to be more akin to the 1971 Monza race. But there was no slipstreaming classic, no closest finish in F1 history (for races timed to two decimal places). Once polesitter Valtteri Bottas emerged from the Rettifilo chicane ahead of Max Verstappen, he only had to survive one real moment of danger for the remaining proceedings.

Off the line, Bottas's fellow front-row starter, Lewis Hamilton, had a nightmare. The world champion was "2mm too deep with the clutch paddle". This meant he got too much torque and so lost momentum with wheelspin after his initial launch, which allowed the chasing

Verstappen, Daniel Ricciardo and Pierre Gasly to swamp him into the Rettifilo. Only a robust move to hold off Lando Norris meant Hamilton wasn't sixth into the right-hand part of the chicane, where the McLaren muscled its way past anyway.

Here, Gasly was about to have his race ruined. Ricciardo was channelling the "inner rage" he'd felt at qualifying 0.029 seconds adrift of Verstappen's third-place grid spot on Friday evening, and was using the fresh soft tyres McLaren had plumped for versus the mediums on Verstappen's Red Bull and the two Mercedes. His start was so good that he was able to get alongside his former team-mate. Verstappen came across to seize the second apex, which meant Ricciardo had to brake a fraction earlier than expected so Gasly

tapped his left rear, something Ricciardo "didn't feel".

Gasly crashed into the wall on the outside of the long, right-handed Curva Grande after his wing broke away and became wedged under his AlphaTauri's front wheels, which meant the safety car was called.

On lap four, Bottas safely negotiated the restart peril by "a good jump through the last corner and all through the straight". From there on, although Verstappen gave chase with "sensible pushing", the Dutchman "never really felt like an overtake was on", and Bottas came home 2.325s clear, never under DRS threat.

Even though he ran within a second of Norris for most of the race, Hamilton could not find a way past as the soft tyres held up better

than expected on the McLarens, Ricciardo coming home 4.301s up the road from his team-mate and 12.209s behind Verstappen.

Hamilton's pursuit of Norris provided tension up front, but the lack of action among the leaders was replicated down the field.

Charles Leclerc's move to the inside of team-mate Carlos Sainz Jr on the run to the first corner was key to his rise – he'd ended FP2 early "feeling unwell" with something "I don't think you want to know details" of (read: stomach problems) – to go from eighth to sixth.

Sergio Perez's battle with Lance Stroll provided the only real flashpoint. Clattering over the Rettifilo runoff after an around-the-outside passing attempt on lap nine meant he had to let the Aston Martin past before finally making a similar move stick on the next tour. After that, Perez got stuck behind Antonio Giovinazzi's Alfa Romeo.

At the rear of the field, George Russell paid for a "really poor getaway" – he was too aggressive with his clutch – to finish behind Williams team-mate Nicholas Latifi. Behind, Yuki Tsunoda recovered from a pitstop for fresh softs and a new front wing after tapping Robert Kubica around exiting the second chicane just before the safety car.



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MAUGER

hence the Dutchman was “predominantly” and not wholly responsible for what happened.

Just at Silverstone, only the incident was judged and not the consequences. And just as in Britain, the stewards blamed the right driver and gave the right amount of blame. But perhaps the worst part for Verstappen was that he cost himself points in the title fight, even if Mercedes boss Toto Wolff called it a “tactical foul” response to being passed. Red Bull chief Christian Horner felt it was “a racing incident”.

The wreckage took four and a half laps behind the safety car to clear up. Then, ahead of lap 31, Ricciardo brought the pack back up to racing speed. He led Leclerc, who had gained enough time from stopping under the race neutralisation to get ahead of Norris, with Sergio Perez, Sainz and the sensationally charging Bottas following.

As Ricciardo roared clear, Norris brilliantly and boldly passed Leclerc tight to the inside of Curva Grande (using a touch of grass), with the Ferrari soon being (controversially) overcome by Perez and Bottas.



“THERE WERE DEFINITELY LAPS WHERE I WAS TOO SLOW. SO, THEN I'D PICK IT UP AND TRY TO FIND THAT BALANCE”

In the Bottas fight, Leclerc's use of the tow from the Mercedes he'd let back past after cutting the Rettifilo was cheeky, even if it soon didn't matter given Bottas was ahead by the same spot a lap later.

Ricciardo lapped in the low-mid 1m26s bracket in the five laps after the restart, with Norris edging his team-mate on pace by 0.027s on average over that period. So, he urged McLaren to in turn tell Ricciardo to speed up. Under orders to give maximum attack on the hards, the leader raised his pace into the 1m25s bracket on lap 36, and from there felt “it was in control”. He only slipped back to low 1m26s three times afterwards — plus one slow lap under VSC when Nikita Mazepin retired with an engine issue at the Ascari chicane — and then cut his 1m24.812s fastest lap on the final tour.

“There were definitely laps where I was going too slow,” Ricciardo explained. “So, then I would pick it up and just try to find that balance.”

The increased pace helped Norris keep a small cushion over Perez, who soon had a five-second time penalty hanging over him for his lap 32 pass on Leclerc being completed by cutting the Della Roggia chicane's second apex.

Norris had abandoned any notion of attacking his team-mate because “the incident between Max and Lewis — I saw it quite well in my mirrors — was flashing up in my head when I thought maybe I'll try [and] I thought, ‘Nah, maybe this isn't the wisest decision.’” And so, the biggest threat to McLaren's position now came from Bottas, who had put in a series of excellent passes in the race's first half, where he was also running the hard tyres, to rise from starting last on the grid thanks to his penalties. >>



TRACKSIDE VIEW

In 2021 there's no hanging around at the Italian Grand Prix. Practice sessions have been cut by a third since the last time Formula 1 visited Monza, and there's a sprint race on. FP1 just got (more) interesting.

Autosport's vantage points for the opening 60-minute practice session overlook the Rettifilo chicane, the first being inside the right-hand apex at the end of the track's main straight. Being close to the kerbs we can see how hard the drivers are riding them, with noticeable differences even between team-mates. Valtteri Bottas is more aggressive than Lewis Hamilton, with the Finn generally looking more unsettled through the chicane sequence as the world champion's slightly deeper line appears to keep things more stable.

Lando Norris has several adventures up the slip road across from our initial position, the McLaren sailing past the right-hand apex on three occasions as he struggles initially with a "spongy" brake pedal, then later with understeer.

For FP1's second half, we move to overlook the sequence from beyond the Rettifilo's second exit. This position offers a handy demonstration of what happens when too much first apex kerb



"LECLERC PULLS TO THE LEFT AND WAVES CLASSILY TO THE SMATTERING OF TIFOSI"

is taken, Charles Leclerc and Sebastian Vettel getting snap oversteer by becoming too greedy. On his final in-lap, Leclerc pulls to the left and waves classily to the smattering of Tifosi (the Monza crowd overall reduced by 50% due to ongoing COVID measures) in the grandstands behind.

For FP2 the following day, which

is a rather more sedate affair, we venture to Ascari. It demonstrates the Monza challenge, with the downforce loss necessitated to reduce drag on the long straights meaning the cars are rather edgier than normal as they flick through the rapid left-right-left sequence.

Fernando Alonso catches a big wobble passing the second apex during the latter stages, the Spaniard tighter to the kerbs at the second apex than any others. At this point, both Ferraris are wider and rather more jittery than the rest. The rear doesn't look overly loose, but Leclerc and Carlos

Sainz Jr don't look quite as poised as the Mercedes or Red Bulls in particular.

We end up with a spectacular view of Sainz's red-flag-causing shunt just past the halfway point. The Ferrari driver loses the rear by climbing too far over the kerbs at the first apex, and spears nose-first into the inside wall, spinning around luridly before coming to a halt. We also fluke a few pictures, having been trying to record his wider line through the second apex he never reaches. Interesting indeed...

ALEX KALINAUCKAS

Norris struggled with a "spongy" brake pedal, then understeer, at chicane





Zak Brown joins Norris and Ricciardo to mark McLaren's achievement

The soon-to-be-former Mercedes driver had been reminiscent of Hamilton charging back after his closed-pitlane penalty in the 2020 Monza event. But he got stuck behind Perez, especially once a move that so nearly worked at the outside of the Della Roggia on lap 43 went awry by Bottas going too deep and losing momentum. The medium tyres he'd taken under the safety car on lap 26 "started to drop" as the finish approached. There, fourth on the road became third in the final result, as Perez fell to fifth once his penalty was applied post-race.

McLaren's joy was lengthy and immense, the 'feel-good' factor

"I'D BE PRETTY MISERABLE MOST OF THE TIME IF I JUST BASED MY HAPPINESS ON WINNING RACES"



Victor Ricciardo, still in his stockinged feet, lets the winning feeling sink in

oozing. Ricciardo, who won by 1.747s over Norris, spent all of the post-race celebrations in his socks after losing his footwear to various 'shoeys' with the podium champagne.

All so well deserved. And, really, also inevitable. If Hamilton had been able to stay ahead of Verstappen on his violently truncated out-lap, there are several reasons why he likely still wouldn't have got to the front. Firstly, he'd have had to fight Norris again — only this time on the more fragile tyre. The hard compound showed almost no degradation in the hottest temperatures of the weekend, meaning it was the best race rubber by far. And Hamilton had already run it.

Yes, without Ricciardo's tow, Norris's second place would have been very vulnerable, but the reduced DRS effect and faster degrading tyres would have worked against Hamilton in a theoretical battle with the eventual winner. On the evidence of Bottas's sprint-race win, Verstappen likely never would have got back past Hamilton, and so wouldn't have been a threat to Ricciardo's race without fate somehow intervening again.

And so, in any case, things rightly ended with a first win for Ricciardo since his Monaco 2018 redemption story. Given his struggles since moving from Renault, this triumph also had a distinct flavour of reclamation, as well as champagne and foot sweat. Plus McLaren finally 'followed up' on the 2012 Brazilian GP with its 183rd world championship race victory.

"It means everything," Ricciardo reflected. "I definitely try not to dictate my life happiness around the sport, because it's been three and a half years since I won — so I'd be pretty miserable most of the time if I just based my happiness on winning races. So to be back here in this moment, that's why we love the sport. It makes all those crappier days worth it. It's as simple as that." ❧

NEXT F1 REPORT

RUSSIAN GRAND PRIX 30 SEPTEMBER ISSUE

Can Hamilton and Verstappen avoid crashing into each other at Sochi? And what chance another non-Mercedes or Red Bull winner?

FERRARI MINIMISES McLAREN DAMAGE

The Ferrari SF21 was not expected to excel at Monza, better suited as it is to the lower-speed circuits on the Formula 1 calendar. But the red cars still managed to grasp a good points haul to minimise the damage from McLaren's 1-2 in the constructors' standings.

Charles Leclerc benefited from the safety-car period, during which he made his sole stop and emerged in second place, but the Monegasque was unable to fend off a brave pass from Lando Norris at Curva Grande at the restart. He also lost places to Sergio Perez and Valtteri Bottas, but was able to cling onto the rear of the leading pack to assume fourth once Perez's five-second penalty had been applied.

Carlos Sainz Jr had to contend with a wayward Antonio Giovinazzi on the opening lap, when the Italian skipped across the second chicane and into Sainz's path after briefly challenging Leclerc. This thrust Giovinazzi into the outside wall and wiped his front wing off.

Sainz shuffled up to fifth at the later safety-car restart but, like his team-mate, could not resist Bottas, and was resigned to sitting behind Leclerc, with the Ferraris unable to mount an assault on the cars ahead. Sainz was also unable to close up enough to benefit from Perez's penalty, scoring a sixth-place finish as a result.

Giovinazzi, meanwhile, copped a 5s penalty and finished 13th after gaining ground from the rear of the pack after the safety-car period.



Hamilton and Verstappen at loggerheads after clash

Lewis Hamilton found Max Verstappen's reaction to their Italian Grand Prix crash "surprising" after the Red Bull driver walked away from the wreckage without checking on him.

Verstappen, who complained about Hamilton's celebrations after winning the British Grand Prix following their lap-one clash while he was in hospital, hopped out of his Red Bull after becoming stuck on top of the Mercedes. He immediately walked back to the Monza paddock without stopping to see if Hamilton was safe.

"I found that a little bit surprising," said Hamilton. "When we do have incidents, the first thing we want is to make sure if the guy that we crashed into or we collided with is OK."

Verstappen explained that he could already see Hamilton was fine given he was trying to free his car from beneath the Red Bull and rejoin the race, before he was told to switch off his engine because of being beached in the gravel. "He was still trying to reverse when I was already out of the car," Verstappen said. "So, when you're not fine you are not doing that."

Hamilton was struck on the head by Verstappen's right-rear wheel in the collision, in which the Red Bull climbed over the Mercedes, and said he suffered "a little bit of neck pain" but was not too badly hurt. Both Mercedes team principal Toto Wolff and Hamilton heaped praise on the halo cockpit-protection device that took the brunt of the impact, with the Austrian stating that it "definitely saved Lewis's life".

"Thank God for the halo," Hamilton added. "That ultimately I think saved me and saved my neck. In the actual moment, it was a big hit."

Hamilton also felt that Verstappen's three-place grid penalty for the Russian GP for causing their crash will be an "important precedent" for future incidents, and make the rules of what is allowed in wheel-to-wheel combat clearer.

"This will continue until we have to learn from our scenarios on track," he said. "I don't have a history of these incidents. Ultimately, when you get away with things like that, then it's easy just to continue to do it."

"I DON'T FULLY AGREE WITH THE PENALTY AS I BELIEVE IT WAS A RACING INCIDENT"

Max Verstappen's verdict on the three-place grid penalty he has been handed for the Russian Grand Prix after being judged by the stewards to be "predominately" at fault for his race-ending crash with Lewis Hamilton.



Q&A

**GEORGE
RUSSELL
WILLIAMS
DRIVER**

You finished ninth, but points were a surprise given Williams's struggles earlier in the weekend. What was behind that?

It's the first time in a while. We brought a Monza rear wing, and to be honest it didn't quite react as we would have hoped and we were really struggling just to balance the car. I think the sprint event didn't help the situation. If you hit the ground running in FP1 like we've done at many other circuits, you're fine and you're ready to go straight into quali. But we turned the car upside down



from practice to Q1. And then you're locked in – there's nothing more you can do. So yeah, it wasn't our best weekend but we're here and we've come home P9.

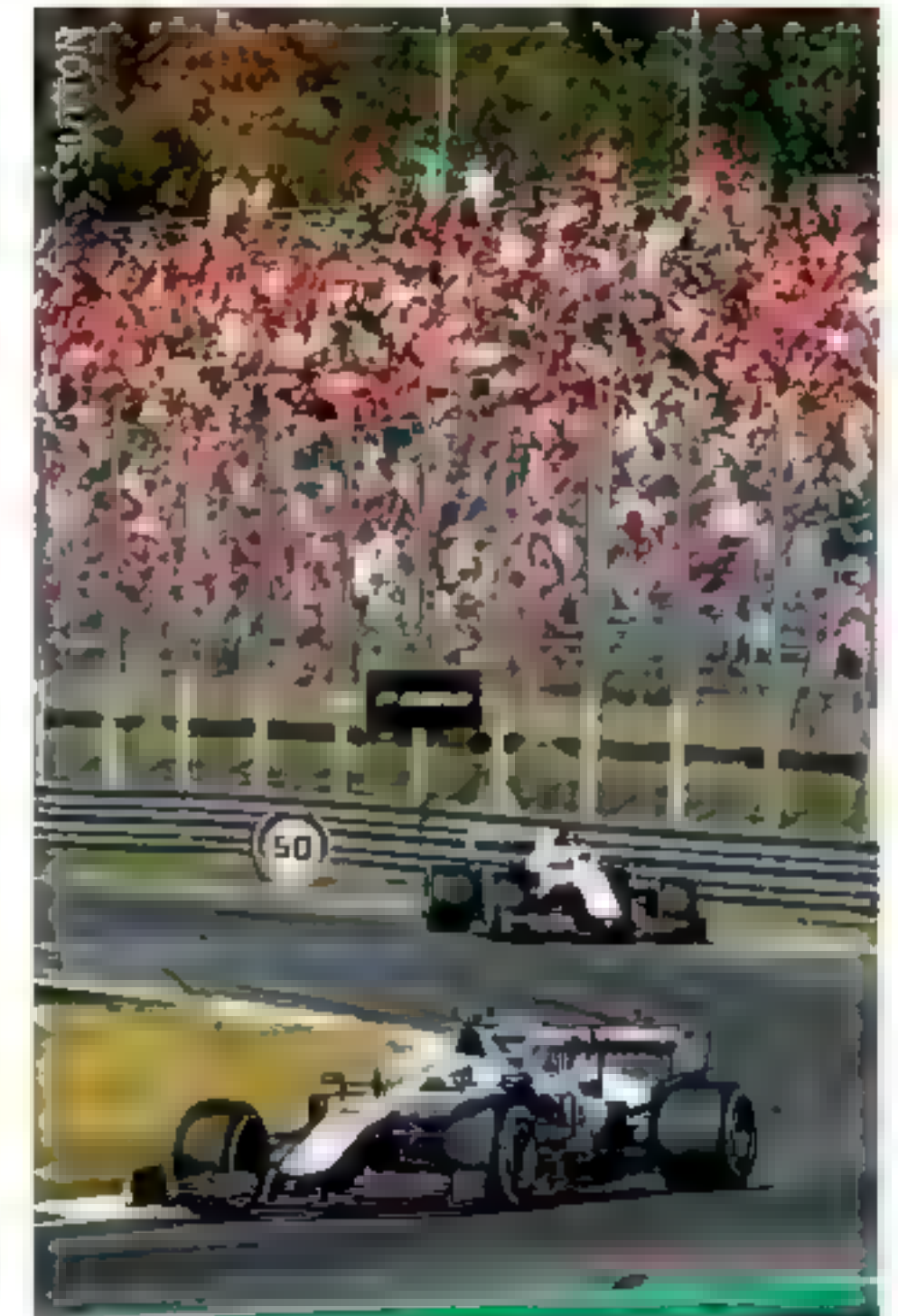
we've definitely done something right, and it fills me with a lot of pride to be able to keep on bringing these results home.

Your team-mate was in the points before the safety car. How good was he this weekend?

Yeah, Nicholas did an extraordinary job to be honest. He deserved to be in the points. He's really getting stronger and stronger week in week out, finding a lot of confidence. He's really doing a good job and he retained his seat on absolute merit [for 2022]. So, I've got a lot of respect for how he's working, how he's going about his business, how he's trying to improve.

How pleased are you to be in the points again after Spa and the Hungaroring?

Three in my last four races – it's pretty crazy. It's what the team does incredibly well, just making the most of other people's mishaps, strategically and capitalising from it. Because we know where the pace of the car is, but we've now found ourselves three out of the last four races in the points, probably without the pace to do so. So, as a team,


**MAZEPIN
APOLOGISES
FOR MORE
HAAS DRAMA**

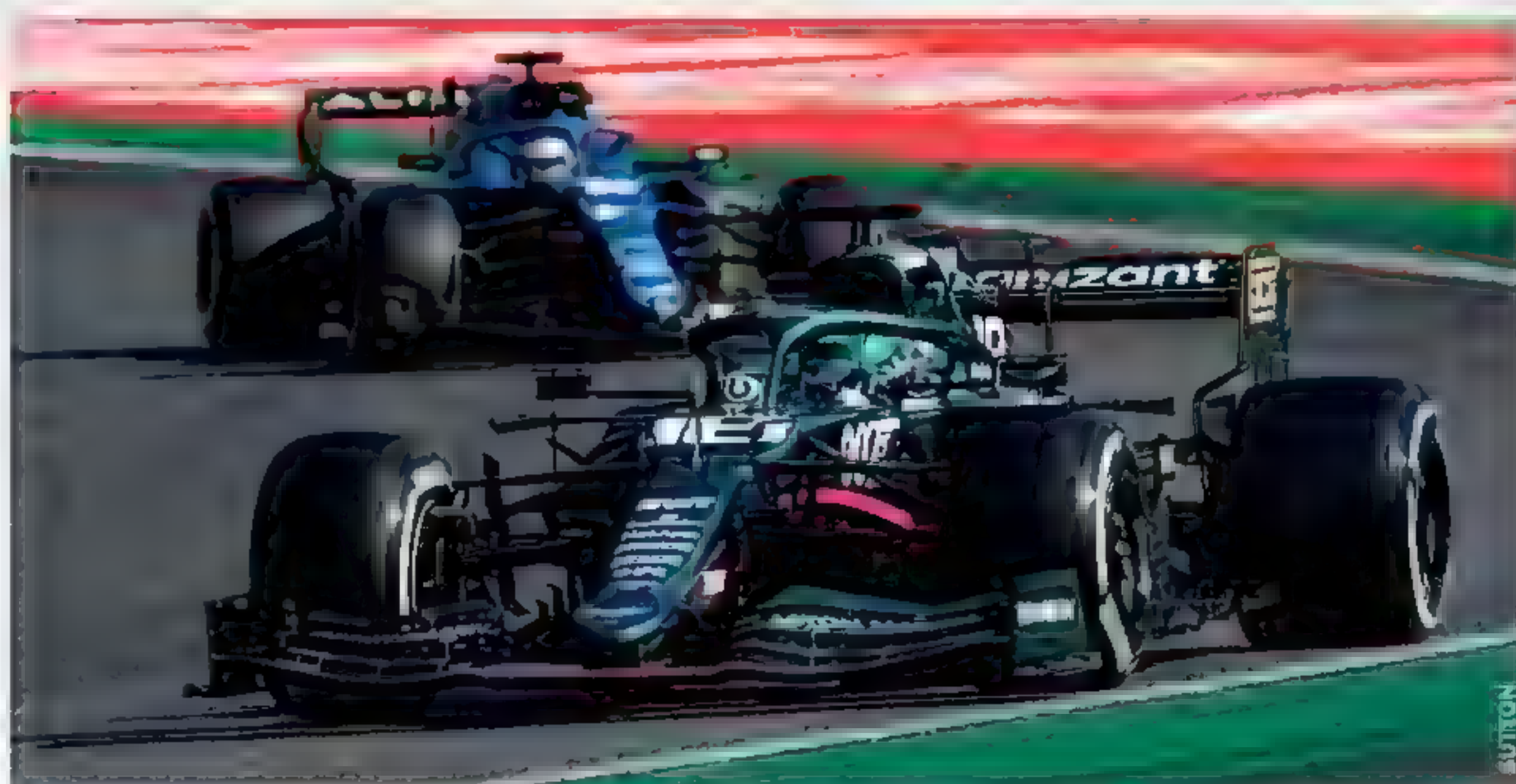
Nikita Mazepin apologised after another clash with Haas team-mate Mick Schumacher at Monza.

Schumacher started behind Mazepin after finishing the sprint race last, but the German made a fine start to the Grand Prix to clear his team-mate and run as high as 15th on the opening lap.

Schumacher fell down the order as faster cars overcame him and, later in the race, the two Haases were bunched together at the safety-car restart. After the restart, Antonio Giovinazzi overtook Schumacher, and the Haas driver tagged Sebastian Vettel at the first chicane.

A few moments later, Mazepin tapped his team-mate into a spin at the Della Roggia chicane. The Russian was found to be at fault by the stewards and was handed a five-second penalty. An engine issue later forced Mazepin's retirement on lap 42, and he accepted the blame for their contact.

"I had very good balance and was quicker than my team-mate and tried to make a move," Mazepin explained, "which I felt was on, because he braked quite early and was struggling on the brakes even before that in the race, but it wasn't really on. So, I apologise for that. It was a racing incident, but I couldn't steer out of it when I was there."


Alonso surprised at no penalty for Stroll over yellow flags

Lance Stroll avoided a post-race penalty for not slowing sufficiently under yellow flags to keep hold of seventh place at the Italian Grand Prix.

Fernando Alonso was certain that the Aston Martin driver gained an advantage when passing yellow flags being flown after Haas's Nikita Mazepin retired from the race at the exit of the Ascari chicane late on. But following a post-race

investigation, Stroll was let off with a warning. As a result, he kept seventh, finishing directly ahead of Alonso, who had chased him throughout the Monza contest.

"The yellow flag came out as I was in the braking zone. So, I didn't get a clear indication that there was a yellow flag before I braked," Stroll explained. "As soon as I saw the incident, which was after the complex of corners, I lifted."

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DRAWING BOARD

GIORGIO PIOLA

SPECIAL NOSES FOR MONZA...

With its long straights and high top speeds, Monza always requires a bespoke aerodynamics package to make the most of the rewards on offer by shaving off drag. The usual approach with front-wing design when it comes to tackling Monza is to reduce the frontal area and trim off the upper wing flap.

McLaren enjoyed its best Formula 1 weekend in nearly a decade, helped by its latent straightline speed, and its own development of the front wing featured a reconfigured upper flap to increase its advantage in the acceleration zones.

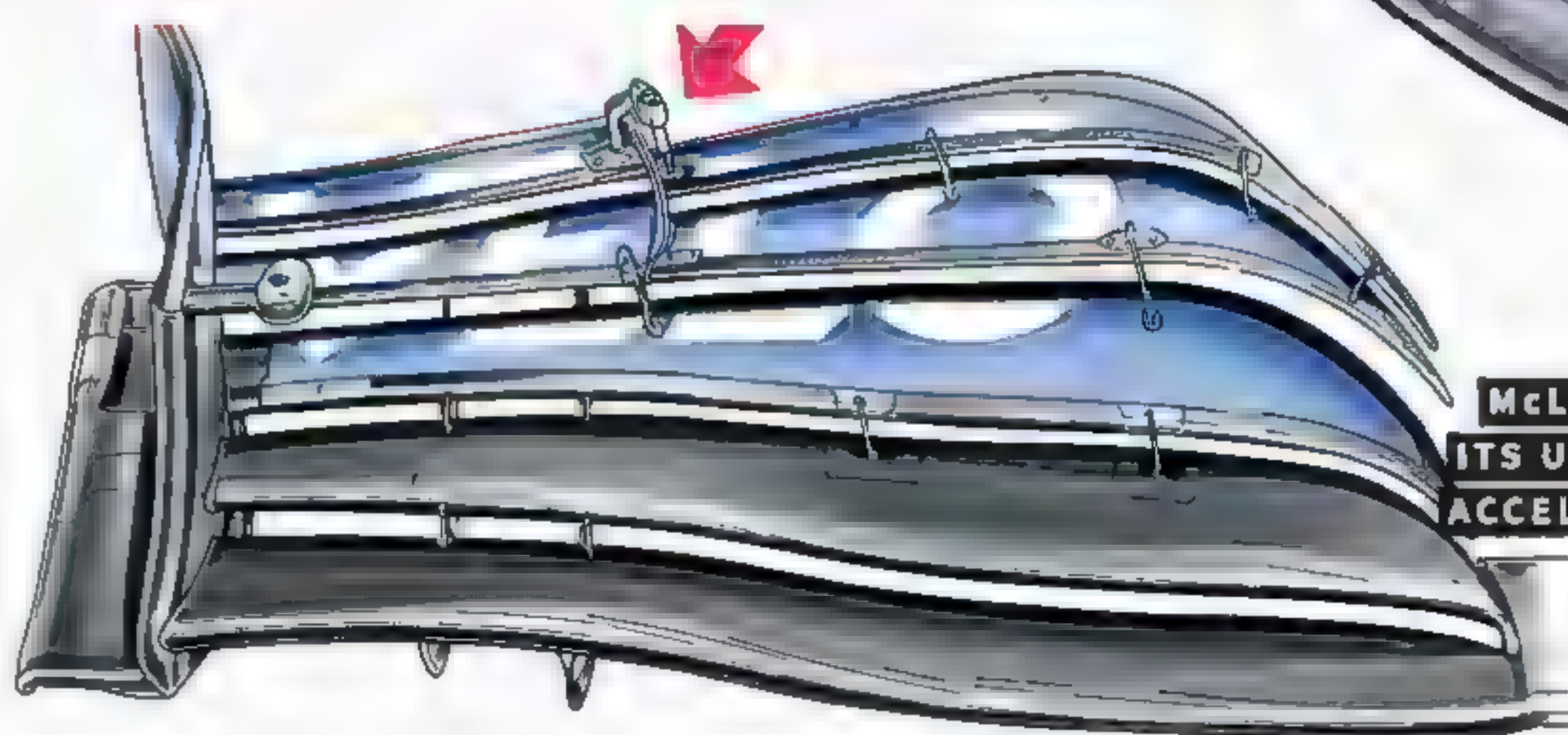
On the other end of the scale, AlphaTauri also introduced a low-drag front wing to find more speed on the straights, but the team's race lasted a mere five laps – Yuki Tsunoda failed to start with a brake issue, and Pierre Gasly's car suffered from a hangover after his sprint-race crash. The team usually

takes a radical approach to a Monza-spec front wing, having significantly reduced the wing camber in its last two visits to the circuit and loaded the inboard part of the wing for downforce, but took a step further for 2021. This time it also trimmed back the upper wing element's central portion to further cut back on drag, and reduced the size of the inboard portion.

JAKE BOXALL-LEGGE



ALPHATAURI TRIMMED BACK UPPER ELEMENT AND INBOARD SECTION OF FRONT WING



McLAREN RECONFIGURED ITS UPPER FLAP TO BOOST ACCELERATION ADVANTAGE

...AND REAR WINGS TOO

The other area frequently exploited for top-speed gains at Monza is at the rear, where teams tend to employ a shallow rear-wing set-up to further reduce the area of the car.

Red Bull took its spoon-shaped rear wing to new levels, raising the mainplane higher and reducing the

angle of attack for the upper element. It also removed the curvature in the upper flap's trailing edge that it had at Spa, aiming to collect a few extra miles per hour on the fastest parts of the circuit.

Ferrari did the same, also reducing the chord length of

the upper flap to allow the team to move the mainplane higher up. Although Mercedes held the advantage in the speed trap, with Valtteri Bottas 5km/h (3mph) faster than Sergio Perez, Red Bull still had an impressive turn of pace, while the Ferrari duo factored towards the bottom of the list of highest

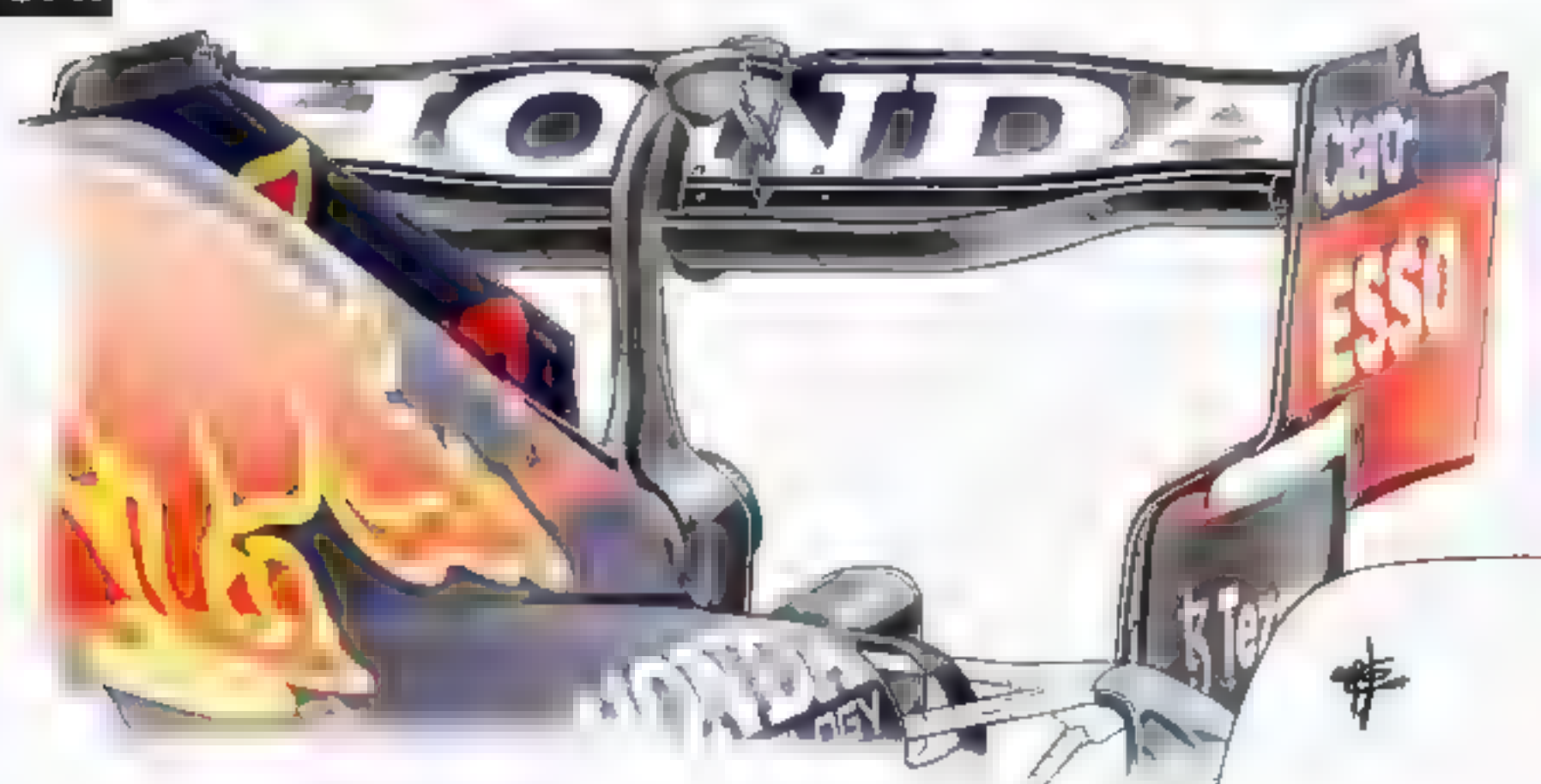
speeds. The SF21 is generally less impressive on circuits like Monza these days, having shown greater pace on the lower-speed circuits such as Monaco and the Hungaroring, but the team was still able to claim fourth and sixth at its home race.

JAKE BOXALL-LEGGE

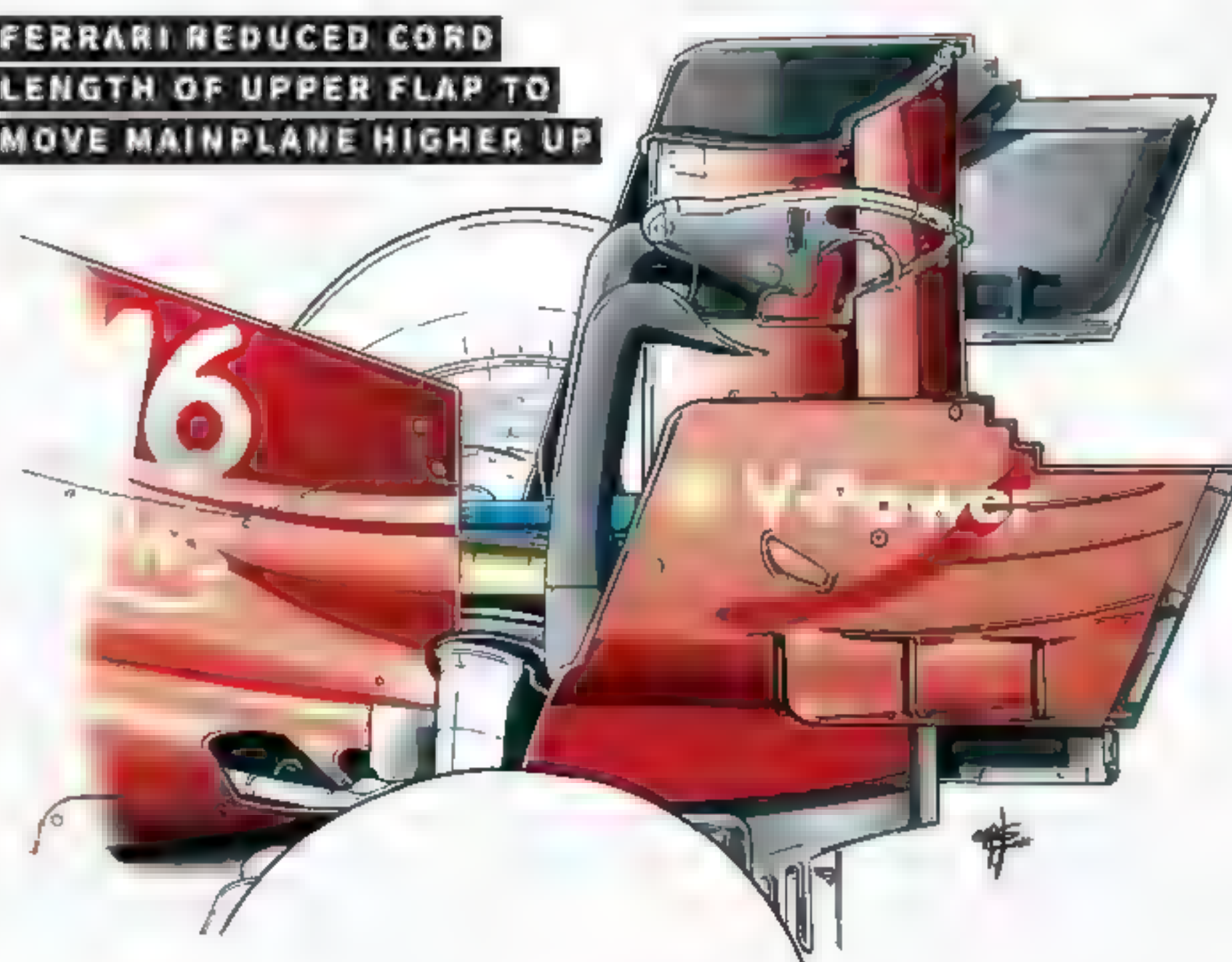
MONZA

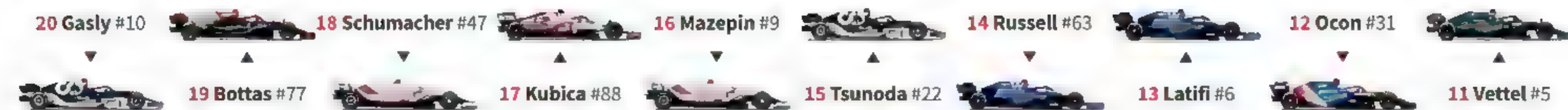


SPA



FERRARI REDUCED CHORD LENGTH OF UPPER FLAP TO MOVE MAINPLANE HIGHER UP





FREE PRACTICE 1

POS	DRIVER	TIME
1	Hamilton	1m20.926s
2	Verstappen	1m21.378s
3	Bottas	1m21.451s
4	Stroll	1m21.676s
5	Gasly	1m21.719s
6	Vettel	1m21.824s
7	Sainz	1m21.914s
8	Alonso	1m21.926s
9	Ricciardo	1m22.003s
10	Perez	1m22.039s
11	Leclerc	1m22.102s
12	Norris	1m22.103s
13	Giovinazzi	1m22.270s
14	Tsunoda	1m22.530s
15	Ocon	1m22.534s
16	Kubica	1m23.009s
17	Russell	1m23.092s
18	Latifi	1m23.442s
19	Mazepin	1m23.445s
20	Schumacher	1m23.551s

WEATHER Sunny, air 27C track 40-38C

FREE PRACTICE 2

POS	DRIVER	TIME
1	Hamilton	1m23.246s
2	Bottas	1m23.468s
3	Verstappen	1m23.662s
4	Perez	1m23.917s
5	Ocon	1m24.263s
6	Kubica	1m24.280s
7	Giovinazzi	1m24.502s
8	Alonso	1m24.539s
9	Gasly	1m24.654s
10	Norris	1m24.665s
11	Leclerc	1m24.770s
12	Ricciardo	1m24.774s
13	Latifi	1m24.805s
14	Russell	1m25.083s
15	Tsunoda	1m25.422s
16	Mazepin	1m25.729s
17	Stroll	1m25.763s
18	Vettel	1m25.935s
19	Schumacher	1m26.012s
20	Sainz	1m26.124s

WEATHER Sunny, air 24-26C track 35-40C

QUALIFYING

POS	DRIVER	TIME
1	Bottas	1m19.555s
2	Hamilton	1m19.651s
3	Verstappen	1m19.966s
4	Norris	1m19.989s
5	Ricciardo	1m19.995s
6	Gasly	1m20.260s
7	Sainz	1m20.462s
8	Leclerc	1m20.510s
9	Perez	1m20.611s
10	Giovinazzi	1m20.808s
QUALIFYING 2		
11	Vettel	1m20.913s
12	Stroll	1m21.020s
13	Alonso	1m21.069s
14	Ocon	1m21.103s
15	Russell	1m21.392s
QUALIFYING 1		
16	Latifi	1m21.925s
17	Tsunoda	1m21.973s
18	Schumacher	1m22.248s
19	Kubica	1m22.530s
20	Mazepin	1m22.716s

WEATHER Overcast, air 25-26C track 30-33C

SEASON STATS

DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Verstappen	226.5	1	1
2 Hamilton	221.5	1	1
3 Bottas	141	2	1
4 Norris	132	2	2
5 Perez	118	1	2
6 Leclerc	104	2	1
7 Sainz	97.5	2	4
8 Ricciardo	83	1	4
9 Gasly	66	3	4
10 Alonso	50	4	9
11 Ocon	45	1	5
12 Vettel	35	2	5
13 Stroll	24	7	10
14 Tsunoda	18	6	7
15 Russell	15	2	2
16 Latifi	7	7	12
17 Raikkonen	2	10	13
18 Giovinazzi	1	10	7
19 Schumacher	0	12	15
20 Kubica	0	14	18
21 Mazepin	0	14	18

SPRINT RACE (18 LAPS - 64.60 MILES)

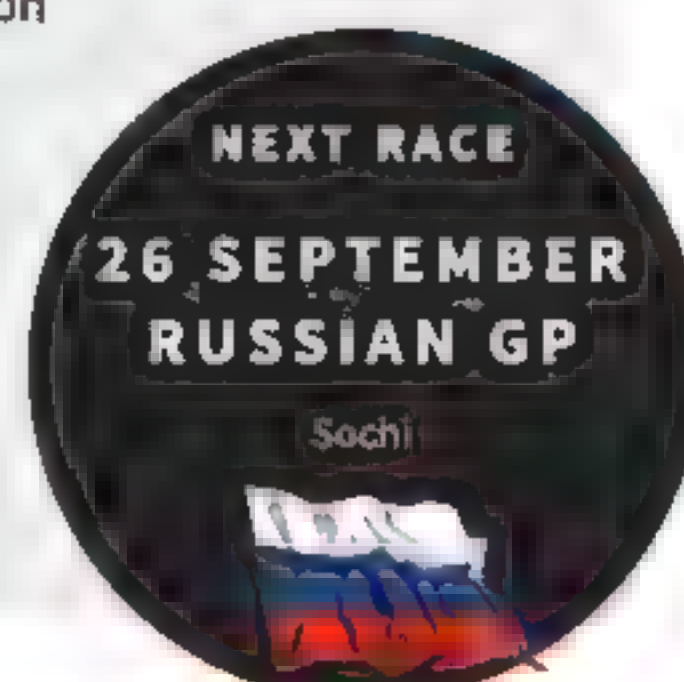
POS	DRIVER	FINISHTIME	LED	TYRE	FASTEST LAPS
1	Bottas	27m54.078s	18	Mn	1m23.540s
2	Verstappen	+2.325s		Mn	1m23.502s
3	Ricciardo	+14.534s		Su	1m24.291s
4	Norris	+18.835s		Su	1m24.554s
5	Hamilton	+20.011s		Mn	1m24.253s
6	Leclerc	+23.442s		Mn	1m24.677s
7	Sainz	+27.952s		Mn	1m24.918s
8	Giovinazzi	+31.089s		Mn	1m25.126s
9	Perez	+31.680s		Mn	1m24.211s
10	Stroll	+38.671s		Su	1m25.349s
11	Alonso	+39.795s		Sn	1m25.225s
12	Vettel	+41.177s		Su	1m25.493s
13	Ocon	+43.373s		Sn	1m25.613s
14	Latifi	+45.977s		Mn	1m25.711s
15	Russell	+46.821s		Mn	1m25.835s
16	Tsunoda	+49.977s		Sn	1m25.847s
17	Mazepin	+1m02.599s		Mn	1m26.613s
18	Kubica	+1m05.096s		Mn	1m26.772s
19	Schumacher	+1m06.154s		Mn	1m26.819s
R	Gasly	0laps-accident		Mn	



WEATHER Sunny, air 28-29C track 40-43C

WINNER'S AVERAGE SPEED 138.93mph
 FASTEST LAP Verstappen 1m23.502s
 AVERAGE SPEED 155.20mph.

SPEED TRAP (QUALIFYING)



CONSTRUCTORS' CHAMPIONSHIP

1 Mercedes	362.5
2 Red Bull	344.5
3 McLaren	215
4 Ferrari	201.5
5 Alpine	95
6 AlphaTauri	84
7 Aston Martin	59
8 Williams	22
9 Alfa Romeo	3
10 Haas	0

QUALIFYING BATTLE

Hamilton	10	4	Bottas
Perez	1	13	Verstappen
Ricciardo	5	9	Norris
Vettel	9	5	Stroll
Alonso	7	7	Ocon
Leclerc	10	4	Sainz
Gasly	14	0	Tsunoda
Kubica	0	2	Giovinazzi
Raikkonen	3	9	Giovinazzi
Mazepin	2	12	Schumacher
Latifi	0	14	Russell

Qualifying head-to-head taken from usual Q1/Q2/Q3 session, not the result of sprint races

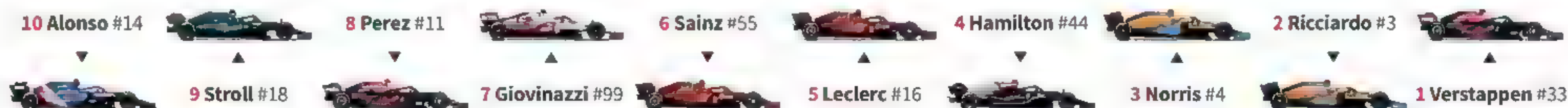
WINS

Verstappen	7	Hamilton	4
Hamilton	4	Verstappen	4
Ocon	1	Bottas	2
Perez	1	Gasly	1
Ricciardo	1	Perez	1

POLE POSITIONS

Verstappen	6	Pole scores taken based on qualifying results, not the result of any sprint races (official F1 scores would be Verstappen 8 Hamilton 3, Bottas 1)
Hamilton	4	
Bottas	2	
Leclerc	2	

STARTING GRID



GRAND PRIX RESULTS ROUND 14/22 (53 LAPS ~ 190.60 MILES)

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES
1	Daniel Ricciardo (AUS)	McLaren-Mercedes	1h21m54.365s	48	Mn, Hn
2	Lando Norris (GBR)	McLaren-Mercedes	+1.747s	1	Mn, Hn
3	Valtteri Bottas (FIN)	Mercedes	+4.921s		Hn, Mn
4	Charles Leclerc (MCO)	Ferrari	+7.309s	1	Mn, Hn
5	Sergio Perez (MEX)	Red Bull-Honda	+8.723s		Mn, Hn
6	Carlos Sainz Jr (ESP)	Ferrari	+10.535s		Mn, Hn
7	Lance Stroll (CAN)	Aston Martin-Mercedes	+15.804s		Mu, Hu
8	Fernando Alonso (ESP)	Alpine-Renault	+17.201s		Mn, Hn
9	George Russell (GBR)	Williams-Mercedes	+19.742s		Mn, Hn
10	Esteban Ocon (FRA)	Alpine-Renault	+20.868s		Mn, Hn
11	Nicholas Latifi (CAN)	Williams-Mercedes	+23.743s		Mn, Hn
12	Sebastian Vettel (DEU)	Aston Martin-Mercedes	+24.621s		Mu, Hu, Mn
13	Antonio Giovinazzi (ITA)	Alfa Romeo-Ferrari	+27.216s		Mn, Hn, Mn
14	Robert Kubica (POL)	Alfa Romeo-Ferrari	+29.769s		Hn, Mn
15	Mick Schumacher (DEU)	Haas-Ferrari	+51.088s		Mn, Hn
R	Nikita Mazepin (RUS)	Haas-Ferrari	41 laps-engine		Mn, Su, Hn, Sn
R	Lewis Hamilton (GBR)	Mercedes	25 laps-accident	2	Hn, Mn
R	Max Verstappen (NLD)	Red Bull-Honda	25 laps-accident	1	Mn, Hn
R	Pierre Gasly (FRA)	AlphaTauri-Honda	3 laps-systems failure		Hn
NS	Yuki Tsunoda (JPN)	AlphaTauri-Honda	brakes		Mn

FASTEST LAPS

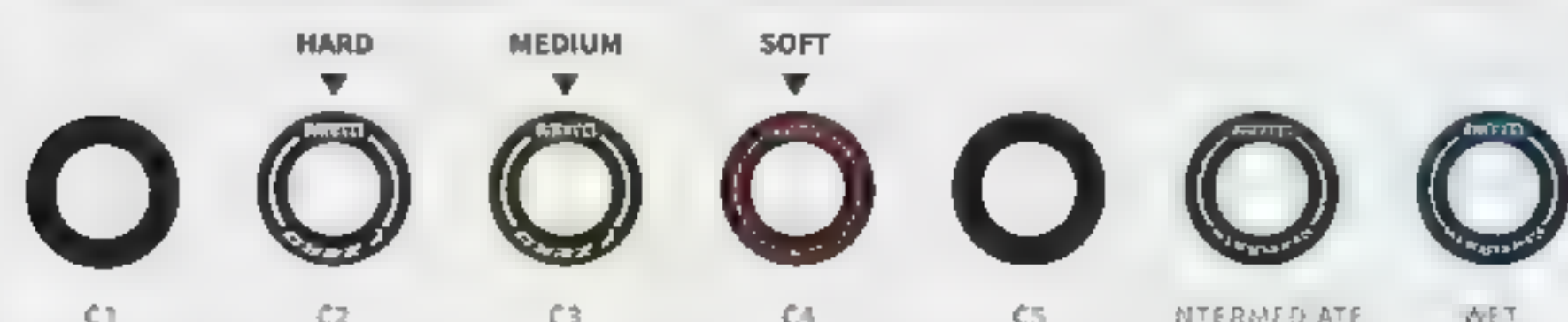
POS	DRIVER	TIME	GAP	LAP
1	Ricciardo	1m24.812s	-	53
2	Bottas	1m24.827s	+0.015s	34
3	Norris	1m24.971s	+0.159s	53
4	Perez	1m25.156s	+0.344s	53
5	Verstappen	1m25.173s	+0.361s	25
6	Leclerc	1m25.319s	+0.507s	53
7	Alonso	1m25.472s	+0.660s	52
8	Sainz	1m25.559s	+0.747s	53
9	Ocon	1m25.566s	+0.754s	53
10	Giovinazzi	1m25.718s	+0.906s	50
11	Russell	1m25.835s	+1.023s	53
12	Kubica	1m25.849s	+1.037s	53
13	Stroll	1m25.853s	+1.041s	52
14	Hamilton	1m25.870s	+1.058s	3
15	Vettel	1m25.938s	+1.126s	50
16	Latifi	1m25.953s	+1.141s	50
17	Schumacher	1m26.707s	+1.895s	52
18	Mazepin	1m27.202s	+2.390s	41
19	Gasly	1m29.005s	+4.193s	2
20	Tsunoda	no time		

WEATHER Sunny, air 28-30C track 36-45C

WINNER'S AVERAGE SPEED 139.62mph FASTEST LAP AVERAGE SPEED 152.80mph

TYRES

KEY: H - Hard M - Medium S - Soft I - Intermediate W - Wet n - New set u - Used set



RACE BRIEFING

GRID PENALTIES

BOTTAS 10-place penalty, then required to start from the back due to additional power elements used

GASLY Five-place penalty for replacement gearbox, then required to start from the back for changes under parc ferme conditions

RACE PENALTIES

GIOVINAZZI Five-second penalty and one licence point for rejoining the track in an unsafe manner

OCN 5s penalty and one licence point for causing a collision

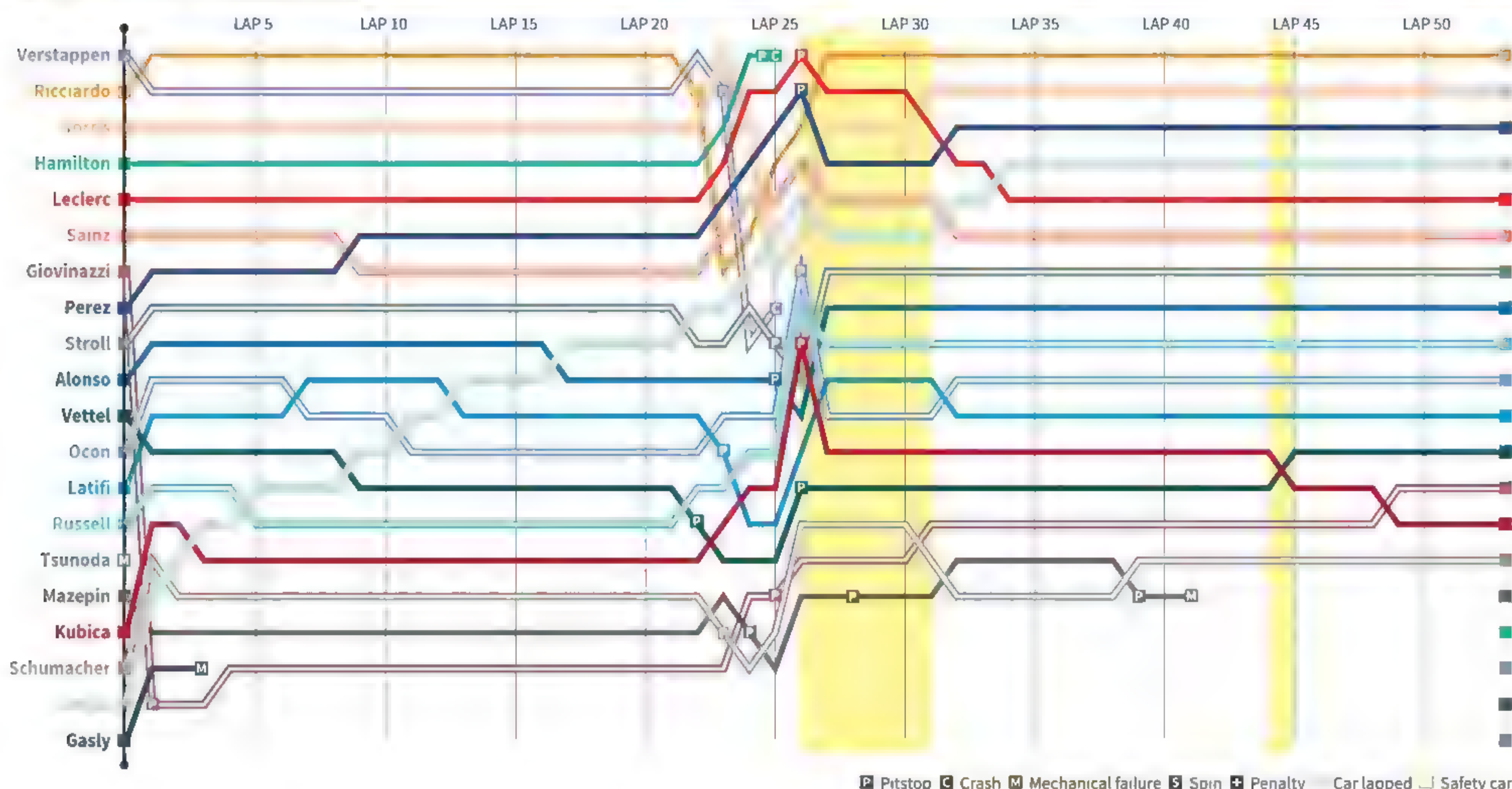
PEREZ 5s penalty and one licence point for

leaving the track and gaining an advantage

MAZEPIN 5s penalty and one licence point for causing a collision

VERSTAPPEN Three-place grid drop for driver's next event and two licence points for causing a collision

LAP CHART What happened, when



McLAREN TEAM-MATES ARE TOP-SCORING DOUBLE ACT

Race winner Ricciardo and runner-up Norris earn our full marks, while Mercedes' Monza flag-bearer Bottas comes closest to matching them

ALEX KALINAUCKAS

MERCEDES



Started 4th — Result R

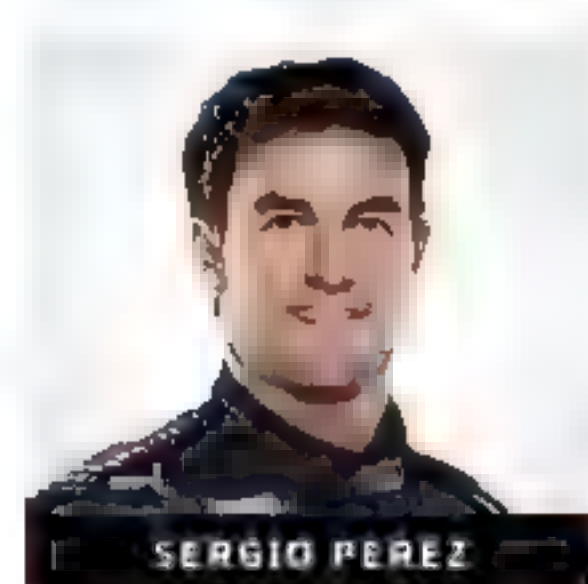
5 A rare underwhelming display overall. His biggest mistake was with the clutch at the start of the sprint, and that led to all his trouble. He was twice defied by Norris, although he did make a pass in the GP, and then came the Verstappen crash, for which he shares some of the blame.



Started 19th — Result 3rd

9 So close to a 10 given all he achieved across the event. Topped qualifying, then dominated the sprint race. A series of good passes in the GP got him into the points before the safety car period. Botched his pass on Perez, therefore losing the chance to catch the McLarens costs him.

RED BULL



Started 8th — Result 5th

6 His qualifying gap to Verstappen was because he sacrificed his own chances to give his team-mate a tow. Battled well in the GP until his move on Leclerc went wrong and he failed to give the place back. The resulting penalty meant he lost places when it mattered.



Started 1st — Result R

4 Must get this score because he twice made mistakes at key moments. Did well chasing Bottas to take second in the sprint. But his poor GP start compared to Ricciardo's let the McLaren in, and then he crashed with Hamilton when it was far wiser to back out for a change.

McLAREN



Started 2nd — Result 1st

10 Given his near dead-heat with Norris in Friday qualifying, he keeps the maximum. Charged off the line to take advantage of Hamilton's poor sprint start and edge clear of Norris. Decisively beat Verstappen off the GP grid, then didn't put a foot wrong.



Started 3rd — Result 2nd

10 As the lead McLaren in qualifying, and only really ending up behind Ricciardo in the sprint thanks to Hamilton's defence into the first corner, he earns the maximum too. Chased Ricciardo gamely after the safety car restart and was wise not to make a 1-2-threatening attack.

ASTON MARTIN



Started 11th — Result 12th

6 The lead Aston in qualifying, but might have made Q3 with a cleaner middle sector late in Q2. In the sprint he locked up heavily at the first turn, so was in "damage limitation" with flatspots. Stroll's aggressive dive at Lesmo 1 on lap one of the GP cost him four spots and possibly added damage.



Started 9th — Result 7th

7 Outqualified by Vettel but beat him in the sprint with better acceleration from Rettifilo. Then battled Perez, losing the DRS train ahead when Perez took time to briefly concede ninth following his Rettifilo off. Might have given Vettel more room in a GP first-lap manoeuvre at Lesmo 1.

ALPINE



Started 10th — Result 8th

7 Given this wasn't Alpine's most competitive track, did well to come away with eighth. Might score higher here if not for Q2 off, which cost a banker time and momentum. Passed Vettel nicely in the sprint, then felt the GP was "lonely" as he pursued Stroll throughout.



Started 12th — Result 10th

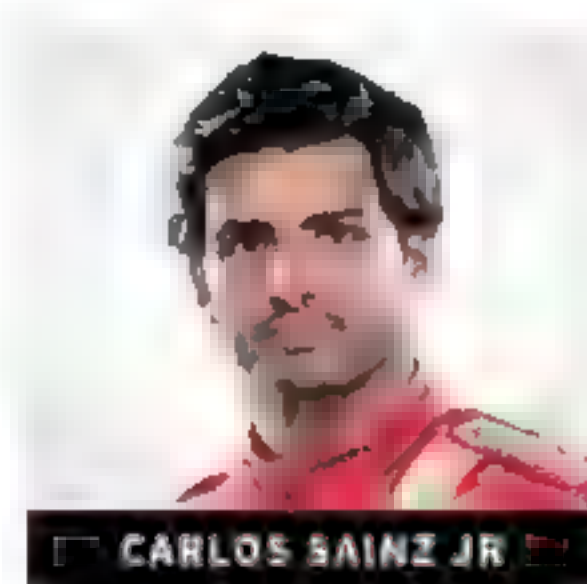
5 Qualified behind his team-mate, then couldn't make progress in the sprint, trapped in the DRS train. Cutting the Della Roggia on the GP's first lap, and having to cede a place to Latifi and clattering into Vettel, both bring his score down. It's mainly hurt by the Vettel clash, which earned a penalty.

FERRARI



Started 5th — Result 4th

8 Gets an extra mark compared to Sainz because he came out on top in both races. His pass on his team-mate at the first corners of the sprint was key to his gains on Saturday, having been 0.048s adrift in qualifying. In the GP he saw off Giovinazzi's attack, then battled spiritedly against the faster cars.



Started 6th — Result 6th

7 Beat the unwell Leclerc in qualifying as both Ferraris made Q3. That was his high point. Leclerc scraped past at the sprint's first corners and stayed in front from there. Tracked his team-mate through the safety-car-pitstop gains and restart battles while struggling for rear grip.



ALPHATAURI



PIERRE GASLY

Started pit/20th Result R

7 Earns this score essentially for his latest strong qualifying showing. In the sprint he was caught out by Ricciardo braking suddenly as Verstappen came across at Turn 2, which led to a touch that caused his wing to break and a crash. Mechanical problem led to his short GP.



YUKI TSUNODA

Started 15th/NS Result R

5 Eliminated in Q1 after losing his best, and last, run due to running too wide at the Parabolica. In the sprint he must share blame for a clash with Kubica that meant he had to pit for a new nose. Never got to start the GP thanks to a brake problem developing on pre-race laps to the grid.

ALFA ROMEO



ROBERT KUBICA

Started 17th - Result 14th

4 Being outqualified by a Haas while his team-mate made Q3 really hurts his score. Then there's his part in the clash with Tsunoda that spun him around in the sprint. Made a good GP start to gain ground, then struggled with handling in dirty air post-restart.



ANTONIO GIOVINAZZI

Started 7th - Result 13th

3 Given his brilliant speed in qualifying, his holding onto eighth in the sprint, and his GP first-lap ambition, this score is painful to award. But his unsafe rejoin from cutting the Della Roggia chicane and subsequent clash with Sainz was a major error, and so he can't score higher.

HAAS



NIKITA MAZEPIN

Started 16th - Result R

4 Qualifying last hurts his score, but his sprint race was good: he was the lead Haas home and defied Kubica to the finish. Retired from the GP with an engine issue after being stopped three times to switch strategy, but clash with his team-mate at the Della Roggia lowers his score further.



MICK SCHUMACHER

Started 18th Result 15th

6 Pleased to beat Kubica's faster Alfa in qualifying, then in the sprint he took three places essentially through others' misfortune before he was shuffled back. In the GP he gained ground at the start before falling back. Clattered Vettel clumsily late on before being tagged by Mazepin.

WILLIAMS



NICHOLAS LATIFI

Started 13th Result 11th

7 Q1 elimination followed not finding a tow for his final run, but made up for it with a good sprint start. Was stuck in the DRS train behind the Alpines, before another good GP getaway meant he ran in 10th. Stopping two laps before the safety car dropped him behind Russell, then Ocon muscled by.



GEORGE RUSSELL

Started 14th - Result 9th

7 Escaped Q1 at a track unsuited to the Williams package. Being too aggressive with his clutch cost him two places at the sprint race start, where he sustained wing damage in the first-lap melee. So he can't score higher, despite keeping his GP pace up well enough to split the Alpines.

TOP 10 AVERAGE RATINGS



Rovanpera becomes a young god of the Acropolis

Not long after his breakthrough win in Estonia, Toyota's talent was on sensational form as the Greek classic returned to the WRC schedule

TOM HOWARD

It's known as the Rally of Gods, and those looking down from on high would have been in awe of Kalle Rovanpera's devastating display to win the Acropolis Rally, a performance that confirmed the Finn as the World Rally Championship's brightest young talent.

In July, Rovanpera justified the hype that has surrounded him by becoming the youngest ever WRC winner on Rally Estonia. But last weekend's dominance of the infamous Acropolis – on its WRC return after a seven-year hiatus – was all the more impressive.

Toyota driver Rovanpera was relentless and in a different league at times, and left world champions Sebastien Ogier and Ott Tanak reeling in his wake. The 20-year-old won eight of the 15 stages to score a crushing 42.1-second victory over the Hyundai of Tanak.

In years gone by, the Acropolis earned a reputation as a car breaker due to its hot, rough gravel stages. It was Europe's answer to the Safari Rally, a true feat of endurance. This year's highly

anticipated return didn't quite live up to that billing, but it offered an entirely new challenge as the weather gods intervened. Dry heat was replaced by heavy rain and fog early in the week, transforming the rough stages to much smoother, muddy and more slippery roads. Such was the intensity of the weather that the crews, the majority of which were new to the Acropolis, were severely hampered in making pacenotes.

It resulted in long nights for drivers and co-drivers during the event as they studied onboard videos to make their all-important notes, amid concerns about the level of grip available. "The rally will be really tough as the heavy rain has softened the roads and this mud is slippery like hell," said Hyundai boss Andrea Adamo. "The rally was difficult and now it will be even more difficult." Ogier added: "In these countries which are not used to having rain, the ground is extremely slippery and some sections have absolutely no grip in recce and you come with no speed and you lose the car."





Rovanpera and co-driver
Jonne Halttunen
celebrate victory



Gearbox gremlins
hampered Evans and
led to time penalty

Luckily the wild weather abated as the rally kicked off in downtown Athens in the shadow of the famous Parthenon on Thursday night. The love for rallying and the famous Acropolis Rally in these parts remains as strong as ever, and fans flocked to catch a glimpse of the WRC stars tearing around the city streets in a Super Special curtain raiser. Ogier won the test as Toyota recorded a 1-2-3. The team's fourth Yaris for Takamoto Katsuta was a notable withdrawal after co-driver Keaton Williams was required to return home for a family emergency.

Traditional gravel stages were the order of the day on a Friday that was headlined by drama: title contenders Elfyn Evans (Toyota) and Thierry Neuville (Hyundai) saw their hopes of victory and catching Ogier in the championship dashed by lunchtime.

Evans had been sitting third after the day's first test when gearbox gremlins struck ahead of stage three, resulting in a 40s penalty for checking in at time control four minutes late. The Welshman then

“In these countries which are not used to having rain, the ground is extremely slippery”

had to haul his Yaris through the test stuck in fourth gear. A further 1m30s time penalty was added for being late to the next time control, on top of the time lost for being unable to downshift.

“My paddle [shift] was not working at all basically,” said Evans. “I had the means to go up but not down, so then it was a case where in certain sections to go up a gear, you struggle a lot when it gets tighter. We tried to do what we could and the team was working behind the scenes, but there is only so much you can do.”

The morning loop ran without a mid-point service and >>



Rovanpera
showed
astonishing pace
but also needed dose
of luck to survive
“huge moment”



punctuated only by a tyre-fitting zone, and it was here where Neuville fell foul. The Hyundai driver was already battling an electrical issue when he was then hit by a power-steering failure. The winner last time out in Belgium was 24 minutes late to stage four, and was slapped with four-minute time penalty. On top of that he had to wrestle the i20 through the stage, haemorrhaging time. Neuville showcased his remarkable mechanical skills with a Herculean effort to repair the power-steering issue for the afternoon stages by glueing a leaking power-steering pipe and then topping up the reservoir with any liquid he could find. He even considered his own body fluids. "I was much more mechanic than driver to be honest," said Neuville. "In the end I got it working, it was not perfect but enough to do the stage. It gave us the opportunity to drive faster and to survive. We used the brake fluid, we used the engine oil, if we had to pee inside I would have done it."

Away from the drama, the battle at the front was intense. Roanperera took the rally lead after stage three and won two of the



Ogier consolidated third place to tighten grip on points lead



“We used the brake fluid, we used the engine oil, if we had to pee inside I would have done it”

day's five stages to hold a slender 3.7s margin over Tanak, while Ogier's Toyota was only 0.2s further back after opening the road. Dani Sordo's Hyundai and the M-Sport Ford duo of Adrien Fourmaux and Gus Greensmith completed the top six, while Evans was down in 16th and Neuville 18th, several minutes adrift. The day ended with one last bit of drama when Hyundai 2C Competition driver Pierre-Louis Loubet suffered a steering-arm failure that left him teetering on the edge of a drop, forcing organisers to red-flag the day's final stage. Loubet attempted a return, but was forced out on Sunday morning with mechanical issue.

If Friday provided a glimpse into Roanpera's pace, the picture was fully revealed on Saturday when the Finn left his rivals for dust – literally. He stamped his authority on the event after reeling off four consecutive stage wins on a morning loop of tests that featured sections of slippery mud, remnants of the wild weather that hit earlier in the week. The pace, he declared, was down to an inspired soft/hard-tyre call from his engineer. Toyota boss Jari-Matti Latvala was stunned by the pace: “Creating a 40s lead over the morning is pretty amazing. I don't know what he ate this morning or where it was coming from, but it is great to see.”

Roanpera's only blemish during his scintillating display was a high-speed clip with a bank that he labelled a “huge moment”, reporting: “I have to say we were lucky to escape and that there was nothing in the ditch.”

On stage 10, Roanpera took an astonishing 18.3s out of Tanak, who had a technical issue caused by an impact and not a driver error, according to the Hyundai team. Ogier took the next stage >>

WANT MORE THAN F1?

OUR JOURNALISTS COVER ALL MAJOR SERIES

to close to just 2.5s off second spot, but that was short-lived as Tanak responded by winning the day's final test to re-establish a comfortable gap back to the reigning world champion.

With the heavy lifting completed, Rovanner made a set-up change in service to protect his car ahead of the last two stages. It resulted in a downturn in pace, but he'd already inflicted the damage on the timesheets, and his lead was still a commanding 30.8s heading into the final day. That was enough for Ogier to concede defeat and consolidate third, claiming "the main target is still out of reach at the moment and if we can finalise this podium, it will be another big step towards this title". Sordo remained fourth, while the Fourmaux-Greensmith battle raged for fifth spot, and the recovering Evans and Neuville had climbed to seventh and 10th respectively.

The Acropolis had one more curveball up its sleeve: rain fell ahead of the final three stages (almost 45 miles) on Sunday, including the famous Tarzan test and Pyrgos – the rally's longest stage at 20.6

"We didn't think about winning, then suddenly this flying Finn comes and he's dominating"

miles. Not content with his commanding lead, a relentless Rovanner destroyed his opposition with a contender for stage drive of the season on the morning's opener, held in light rain. The Toyota eclipsed nearest rival Tanak, who was battling an electrical issue that left him without windscreen wipers, by 14.1s. Almost half a minute slower, Ogier rued a poor tyre choice, reporting that he was unaware of the forecasted rain.

The game was well and truly up. Nobody could live with the pace coming from the leading Toyota. With a 44.9s lead, Rovanner could afford to drop 9.9s to Tanak on the penultimate stage, before underlining his perfect drive with victory on the final powerstage to claim maximum points. "I was not maybe the most comfortable coming here, but it just showed that now everything is going well for us and we can really push hard. It feels great," said Rovanner.

Tanak avoided late drama, when smoke poured at the stage start



WRC2 winner Mikkelsen was ninth overall

from his i20, to clinch second overall, with Ogier third, 1m11.3s in arrears. Evans and Neuville salvaged four and two bonus points respectively from the powerstage, but in truth their title hopes now require misfortune to strike Ogier in the three remaining events. Sordo finished a lonely fourth, while Greensmith took fifth after an engine issue resulted in a time penalty for Fourmaux that dropped the Frenchman to seventh behind Evans, with Neuville eighth.

To put it simply, it was a masterclass from Rovanner, a feat not lost on Toyota boss Latvala. "The new flying Finn was born in Estonia but this time he was flying even higher," he said. "We didn't think about winning, and then suddenly this flying Finn comes and he is dominating the Saturday and Sunday of the rally. It's really amazing to see his performance and how calm and how mature he is."

Acropolis will be a hard act to follow, but odds will be short on Rovanner adding a third win at Rally Finland next month. ❧



Greensmith came out on top in intra-M-Sport battle with Fourmaux

OGIER PUTS POINTS AHEAD OF EGO



Putting ego aside to protect a position for the greater good is a bold call, but that was Sebastien Ogier's mindset in Greece to boost his hopes of achieving an eighth world title.

With this likely to be his last full-time WRC campaign, Ogier chose to focus on securing third place once title rivals Elfyn Evans and Thierry Neuville were significantly delayed by gearbox and power-steering issues respectively on Friday. Ogier admitted it was difficult to witness runaway leader Kalle Rovanpera and Ott Tanak pushing hard, but was relieved to finish third and extend his series lead to 44 points over Evans.

"It has been my strategy all weekend," said Ogier. "I think we had a very strong start on Friday opening the road, and we were very close to the lead, which was much better than expected.

"On Saturday morning we started with the correct rhythm. But all these sections where we struggled with the visibility on the recce I stayed too much in my comfort zone and I lost quite a lot of time in all the tricky bit-more-slippery sections. At the same time Kalle was just flying and Ott was also really fast, and of course with what happened to Thierry and Elfyn on day one we had to be clever, and I had to put my ego aside and say, 'Just let them go and not worry'.

"Even if that is not the most enjoyable, I think I did a very clever race. It's a very positive step for the championship."

While this edition of the Acropolis was not the endurance test of old, Ogier admitted it was no less exhausting, as crews were up late each night watching videos of stage routes, after recce had been compromised by bad weather. "I'm happy to reach the end of the weekend – it has been super-exhausting," he added. "I'm not used to watching so much video like the young guys, but I had to do it as the recce was so difficult with the visibility and grip; you had to confirm it on the video. I think I will sleep well."

RESULTS ROUND 9/12, ACROPOLIS RALLY GREECE, 9-12 SEPTEMBER

POS	DRIVER/CO-DRIVER	TEAM/CAR	TIME
1	Kalle Rovanpera (FIN)/ Jonne Halttunen (FIN)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	3h28m24.6s
2	Ott Tanak (EST)/ Martin Jarveoja (EST)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+42.1s
3	Sebastien Ogier (FRA)/ Julien Ingrassia (FRA)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	+1m11.3s
4	Dani Sordo (ESP)/ Candido Carrera (ESP)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+3m01.0s
5	Gus Greensmith (GBR)/ Chris Patterson (GBR)	M-Sport Ford WRT / Ford Fiesta WRC	+5m45.0s
6	Elfyn Evans (GBR)/ Scott Martin (GBR)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	+6m42.7s
7	Adrien Fourmaux (FRA)/ Renaud Jamoul (BEL)	M-Sport Ford WRT / Ford Fiesta WRC	+6m54.4s
8	Thierry Neuville (BEL)/ Martijn Wydaeghe (BEL)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+8m41.1s
9	Andreas Mikkelsen (NOR)/ Elliott Edmondson (GBR)	Toksport WRT / Skoda Fabia Rally2 Evo	+9m02.5s
10	Marco Bulacia Wilkinson (BOL)/ Marcelo Der Ohannesian (ARG)	Toksport WRT / Skoda Fabia Rally2 Evo	+9m19.2s

OTHERS

22	Jourdan Serderidis (GRC)/ Frederic Miclotte (BEL)	M-Sport Ford WRT / Ford Fiesta WRC	+27m17.5s
R	Pierre-Louis Loubet (FRA)/ Florian Haut-Labourdette (FRA)	Hyundai 2C Competition / Hyundai i20 Coupe WRC	SS13-various mechanical

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 Cosmote 5G Athens Stage (0.61 miles)	Ogier 51.5s	Ogier	Evans +0.6s
SS2 Aghii Theodori 1 (10.90 miles)	Tanak 13m15.8s	Ogier	Tanak +0.8s
SS3 Loutraki (12.05 miles)	Rovanpera 13m04.4s	Rovanpera	Tanak +3.0s
SS4 Aghii Theodori 2 (10.90 miles)	Rovanpera 13m10.3s	Rovanpera	Tanak +3.8s
SS5 Thiva (14.46 miles)	Ogier 15m25.2s	Rovanpera	Ogier +2.8s
SS6 Elatia (7.24 miles)	Neuville 5m58.1s	Rovanpera	Tanak +3.7s
SS7 Pavliani 1 (15.07 miles)	Rovanpera 19m27.7s	Rovanpera	Tanak +9.3s
SS8 Gravia (15.42 miles)	Rovanpera 20m35.9s	Rovanpera	Tanak +16.8s
SS9 Bauxites (14.27 miles)	Rovanpera 13m44.3s	Rovanpera	Tanak +21.4s
SS10 Eleftherochori 1 (11.27 miles)	Rovanpera 11m05.2s	Rovanpera	Tanak +39.7s
SS11 Pavliani 2 (15.07 miles)	Ogier 19m10.6s	Rovanpera	Tanak +34.6s
SS12 Eleftherochori 2 (11.27 miles)	Tanak 10m42.0s	Rovanpera	Tanak +30.8s
SS13 Tarzan 1 (14.52 miles)	Rovanpera 17m22.7s	Rovanpera	Tanak +44.9s
SS14 Pyrgos (20.63 miles)	Tanak 25m24.4s	Rovanpera	Tanak +35.0s
SS15 Tarzan 2 (powerstage) (7.88 miles)	Rovanpera 8m34.8s	Rovanpera	Tanak +42.1s

DRIVERS' CHAMPIONSHIP 1 Ogier 180; 2 Evans 136; 3 Neuville 130; 4 Rovanpera 129; 5 Tanak 106; 6 Takamoto Katsuta 66; 7 Craig Breen 60; 8 Greensmith 44; 9 Sordo 43; 10 Fourmaux 36.

MANUFACTURERS' CHAMPIONSHIP 1 Toyota Gazoo Racing WRT 397; 2 Hyundai Shell Mobis WRT 340; 3 M-Sport Ford WRT 153; 4 Hyundai 2C Competition 44.



NEXT EVENT

RALLY FINLAND 7 OCTOBER ISSUE

Can Toyota's young star Rovanpera carry his electrifying form to the super-fast stages of his home event and bag a third WRC victory?



Palou emerges from Portland chaos

The Chip Ganassi Racing ace is back in the lead of the IndyCar points race after a bruising encounter in Oregon

DAVID MALSHER-LOPEZ

PHOTOGRAPHY  **motorsport**
IMAGES

The timezone difference between Central Europe and the USA's West Coast being what it is, several IndyCar paddock regulars delayed their departure from their hotels in Portland last Sunday morning until 0730. They wanted to see the Italian Grand Prix to its conclusion and check out whether McLaren could really end its nine-year Formula 1 win drought.

Satisfied that Monza had thrown up one of its regular surprise outcomes once again, those IndyCar paddock veterans were wondering if McLaren could win on their side of the Atlantic too – and were trying to guess when this was last achieved on the same day. Unsurprisingly, it turns out that

the last time a team won a Formula 1 race and an Indycar round in the same weekend, it was again McLaren, but a full 45 years ago. On 2 May 1976, James Hunt drove his M23 to glory at Jarama, and later that same day Johnny Rutherford conquered the unusually shaped 1.5-mile 'oval' at Trenton, New Jersey in his McLaren M16C.

In fact, there was a period during Sunday's Grand Prix of Portland when yes, a transatlantic double triumph for Bruce McLaren's heritage-soaked marque appeared to be a strong possibility. Felix Rosenqvist started fourth, his championship-leading Arrow McLaren SP team-mate Pato O'Ward seventh. And when the Swede missed his braking point at Turn 1 on lap one, nudging the Chip Ganassi Racing duo of polesitter

Alex Palou and third qualifier Scott Dixon into the runoff and causing enough chaos that others made similar errors, O'Ward found himself in the lead of the race.

And there the #5 Arrow McLaren SP Dallara-Chevrolet remained for 28 laps. But looks were deceiving. Everyone was running at a reduced rate at that stage to try to ensure they made it through on three stops, and in truth his nearest pursuer Graham Rahal was merely stalking him. O'Ward was using up his Firestone alternate compound tyres too quickly – as tends to be the way with McLaren's set-ups – despite pulling only eight tenths clear of Rahal between the lap 11 restart and the 17 subsequent laps. Rahal went six laps longer on his reds, and emerged well ahead when they both moved



AN END TO UNFAIR PENALTIES?



Autosport understands that IndyCar is likely to do away with grid penalties for early engine changes in 2022 – and not before time. Twice, the current points leader Alex Palou has been a victim, the Chip Ganassi Racing Dallara-Honda driver losing six places on the grid for the first Detroit race and nine places (because it's an oval) at Gateway.

Josef Newgarden was also sent towards the back for the August race at the Indianapolis road course due to his Penske requiring a fifth Chevrolet unit.

There was less sympathy for Rinus VeeKay, whose crash at Gateway took out both Palou and Scott Dixon and also forced the Ed Carpenter Racing team to request a new Bowtie for Portland.

But what of Takuma Sato, who couldn't even complete a proper lap in the opening practice session at Portland due to engine failure? Did he deserve to be dropped down the field?

"The problem I have with the grid penalties for engine changes is that if the engine blows it's usually not our fault," said one disgruntled series veteran. "It's not like with the old manual cars, where you could overrev the engine by missing a gear on the downshift or upshift. These engines are basically bulletproof and the semi-auto ['box] doesn't allow you to downshift if your speed's too high.

"So I think IndyCar needs to find another way to stop Chevy and Honda from giving us new engines each session."

The driver paused to add: "[Alex] Palou deserves this title. He had engine change penalties twice when it wasn't his fault, and he's had some shitty luck in the last three races... and he's still leading the points!"



onto scrubbed primaries. Rahal would thus be the one who hit the front once the off-strategy cars had pitted out of his way.

But should those cars have ever been off-strategy? Debatable.

Notwithstanding the fact that between 2008 and 2017 there was no Portland Grand Prix, and that last year's race was cancelled due to COVID-induced restrictions, it still made for doleful reading that only twice since 1998 had there been a Portland race where the caution flags didn't appear on lap one. And usually the yellows were the result of collisions at Turns 1/2/3, which are in simplistic terms a wider version of Monza's current configuration of the Rettifilo chicane. On a racing-speed lap, cars are forced to brake from approximately 175mph down to 75mph for the right-hand part, and continue braking for the left-hand apex 'elbow', taken at 55mph, before accelerating through the gentle right-handed Turn 3. The width of the track into Turn 1 is immensely inviting to make a pass down the inside, but of course it leaves the attacker on the outside of Turn 2 if the defending car has been able to stay abreast as a result of taking the less compromised line through the first corner.

Portland's problem was multiplied in this year's race, when the 27-car field entered the T1/T2 funnel from a higher speed thanks to the green being waved nearer the exit of the final corner.

At the start of the race, Palou – who the day before had scored his first IndyCar pole – beat fellow front-row starter

Alexander Rossi, with Dixon also outdragging the Andretti Autosport driver. Dixon moved right to protect the inside line and started drawing alongside Palou, but was well aware that he couldn't be seen to be taking out his team-mate and therefore braked slightly earlier, necessary for taking Turn 1 on a far tighter line while also avoiding the sister Ganassi car.

But Dixon got a tap from Rosenqvist, who also kissed the rear of Palou's car before completely blowing through the chicane. Dixon was nudged just hard enough to miss his intended braking point and draw fully alongside Palou, who now couldn't turn in with Dixon fully alongside. And so they both crawled through the chicane on the wrong side of the Turn 2 kerb, rejoining the racing surface in fourth (Dixon) and sixth (Palou).

Rossi, sensing impending doom for the Ganassi leaders yet having no clear sense of what might be stacking up behind him, also sauntered through the chicane. Meanwhile, Oliver Askew – up from ninth on the grid in the 'extra' Rahal Letterman Lanigan Racing Dallara-Honda – dived inside Ed Jones and Colton Herta at Turn 1, but realised he was about to push into the rear right of team-mate Rahal, so he tightened his line and spun. Herta swerved in avoidance and went through the chicane.

Behind them, IndyCar debutant Callum Ilott clipped the rear of Scott McLaughlin, which caused him to fall off the Turn 1 apex kerbs and knock Helio Castroneves's car into Will Power. The four-time Indy 500 >>

winner did make it to the pits for repairs and rejoined the field but was out of contention, while Power was spun and stalled. Through the subsequent caution he would stop for not only a new front wing but also fuel top-ups.

Just a little further back, Romain Grosjean appeared barely to brake at all, and shoved his car hard enough down the inside of James Hinchcliffe to eliminate both of them.

It was a mad mess for race control to sort out, but the line-up of race director Kyle Novak and stewards Arie Luyendyk and Max Papis had also made rods for their own backs. In the drivers' meeting on Sunday morning, Novak had informed the drivers that failing to take the Turn 1 chicane on lap one would result in penalties, namely that they would be sent behind the last driver to take the chicane properly, and that seemed to be regardless of whether drivers had gone through the chicane to avoid causing carnage.

“It was a mad mess for race control, who had made rods for their own backs”

Palou felt aggrieved at the authorities now dumping him outside the top 15. Dixon described it as “the craziest thing I’ve ever seen”, while Herta had particular cause to feel annoyed as he’d simply been trying to miss colliding with Jones as the pair of them avoided the spinning Askew. These three fumed as they – along with Rosenqvist and Rossi – were sent backwards by race control. Their strategists worked to calm them and pulled them in for their first pitstops, seeing as they had little to lose now and it was going to be a marginal race on fuel if there were no more caution periods.



But there were. Still, for now O’Ward led (barely) from Rahal, Jones and Marcus Ericsson through the first stint, until the Mexican pitted early.

The ‘enforced’ early stoppers – led by Dixon and the closely following Palou, Rossi, Conor Daly and Herta – finally filled the top five places on lap 40 of 110. But, well within 10 laps of Rahal’s first stop, they all pitted for a second time, with Palou now emerging ahead of Dixon and Rossi, and separated from his team-mate by another title contender, Penske’s Josef Newgarden.

On lap 52 the second caution of the day

flew as Dalton Kellett’s AJ Foyt Racing entry died at Turn 1, and almost simultaneously Iltott’s Juncos Hollinger car came to a standstill at Turn 7.

On the lap-57 restart, Newgarden accidentally left his engine map setting in fuel-saving mode and had to move right promptly to avoid Dixon, who was trying to pass him down the pit straight. But Rossi zapped the pair of them at Turn 1 with an unpenalised off-track trip across the apex ‘no-man’s land’ to move into fifth behind Palou.

At this point Rahal led the Dale Coyne Racing car of Jones, the margin creeping out to four seconds, before the pair pitted on lap 74. Jack Harvey went two laps longer, led the race and then emerged ahead of Rahal, who was struggling to turn on his primary tyres. But Meyer Shank Racing’s Harvey had no answer for the Palou-Rossi-Dixon triumvirate, who had made their third and final stops between laps 78 and 80, and now held the top three positions.

When Simon Pagenaud, following a slow third stop, punted Power but spun himself into a stall, the third caution flew. Two laps later, Bourdais punted Askew into a spin and stall at Turn 1 that required the RLLR car to be rescued, thereby causing a fourth yellow.

Rossi gave gallant chase to Palou, but less than 15 laps from home he understeered off the track briefly, leaving the Ganassi driver to claim his third win of the season. Rossi



Pre-event points leader
O’Ward slipped to 14th



scored his first podium of the year, well ahead of Dixon.

With O'Ward able to salvage only 14th after being passed by Power in the final stint, Palou has moved back into the lead of the championship by 25 points. Newgarden claimed fifth so that he's 34 points adrift, while Dixon is 49 points from top spot.

Harvey, from 20th on the grid, took fourth, his best result since the second race of the season at St Petersburg, ahead of Newgarden and Rosenqvist, the last named achieving his best finish since joining the Arrow McLaren SP squad.

Both O'Ward and Rahal seemed to blame their 14th and 10th places respectively on the caution flags eventually favouring the drivers involved in the lap-one mess. But actually, their lack of pace at crucial stints of the race was truly what sent them down the order – and in O'Ward's case, down the championship table after he had arrived 10 points ahead.

NEXT REPORT

LAGUNA SECA 23 SEPTEMBER ISSUE

Can anyone stop Palou as IndyCar heads to one of America's greatest circuits?



RESULTS ROUND 12/14, PORTLAND (USA), 12 SEPTEMBER (110 LAPS - 216.040 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Alex Palou (ESP)	Chip Ganassi Racing/Dallara-Honda	2h07m04.1304s
2	Alexander Rossi (USA)	Andretti Autosport/Dallara-Honda	+1.2895s
3	Scott Dixon (NZL)	Chip Ganassi Racing/Dallara-Honda	+4.4406s
4	Jack Harvey (GBR)	Meyer Shank Racing/Dallara-Honda	+8.2208s
5	Josef Newgarden (USA)	Team Penske/Dallara-Chevrolet	+8.9566s
6	Felix Rosenqvist (SWE)	Arrow McLaren SP/Dallara-Chevrolet	+9.3231s
7	Marcus Ericsson (SWE)	Chip Ganassi Racing/Dallara-Honda	+10.3425s
8	Colton Herta (USA)	Andretti Autosport with Curb-Agajanian/Dallara-Honda	+12.2628s
9	Scott McLaughlin (NZL)	Team Penske/Dallara-Chevrolet	+13.9438s
10	Graham Rahal (USA)	Rahal Letterman Lanigan Racing/Dallara-Honda	+17.5449s
11	Ed Jones (ARE)	Dale Coyne Racing with Vasser Sullivan/Dallara-Honda	+18.1590s
12	Takuma Sato (JPN)	Rahal Letterman Lanigan Racing/Dallara-Honda	+18.7513s
13	Will Power (AUS)	Team Penske/Dallara-Chevrolet	+19.8312s
14	Pato O'Ward (MEX)	Arrow McLaren SP/Dallara-Chevrolet	+20.8494s
15	Ryan Hunter-Reay (USA)	Andretti Autosport/Dallara-Honda	+25.5636s
16	Conor Daly (USA)	Ed Carpenter Racing/Dallara-Chevrolet	+27.3972s
17	Rinus van Kalmthout (NLD)	Ed Carpenter Racing/Dallara-Chevrolet	+31.9461s
18	Sebastien Bourdais (FRA)	AJ Foyt Enterprises/Dallara-Chevrolet	+32.4259s
19	Max Chilton (GBR)	Carlin/Dallara-Chevrolet	+33.2897s
20	Jimmie Johnson (USA)	Chip Ganassi Racing/Dallara-Honda	+33.7026s
21	Simon Pagenaud (FRA)	Team Penske/Dallara-Chevrolet	-1lap
22	Romain Grosjean (FRA)	Dale Coyne Racing with RWR/Dallara-Honda	-15laps
23	Helio Castroneves (BRA)	Meyer Shank Racing/Dallara-Honda	-19laps
24	Oliver Askew (USA)	Rahal Letterman Lanigan Racing/Dallara-Honda	89laps-accident
25	Callum Iltott (GBR)	Juncos Hollinger Racing/Dallara-Chevrolet	77laps-mechanical
26	Dalton Kellett (CAN)	AJ Foyt Enterprises/Dallara-Chevrolet	50laps-fuel injection
27	James Hinchcliffe (CAN)	Andretti Steinbrenner Autosport/Dallara-Honda	1lap-accident

Winner's average speed 102.011mph. Fastest lap Grosjean 59.4381s, 118.954mph.

Q3 1 Palou 58.7701s; **2** Rossi 58.8573s; **3** Dixon 58.8673s; **4** Rosenqvist 58.9505s; **5** Rahal 59.0067s; **6** Herta 59.2796s.

Q2 Palou 58.7691s; **Dixon** 58.8200s; **Rahal** 58.9338s; **Herta** 58.9459s; **Rossi** 58.9571s; **Rosenqvist** 58.9629s; **7** O'Ward 58.9732s; **8** Jones 59.0247s; **9** Askew 59.0837s; **10** Ericsson 59.0901s; **11** Chilton 59.2346s; **12** Bourdais 59.2419s.

Q1-GROUP 1 Ericsson 58.8094s; **Rahal** 58.9369s; **Rossi** 59.0177s; **Chilton** 59.0735s; **Askew** 59.1960s; **O'Ward** 59.2142s; **13** Hinchcliffe 59.2537s; **15** McLaughlin 59.3563s; **17** Castroneves 59.4190s; **19** Iltott 59.5008s; **21** Grosjean 59.6344s; **22** Johnson 59.7120s; **23** Hunter-Reay no time.

Q1-GROUP 2 Rosenqvist 58.6912s; **Palou** 58.7971s; **Herta** 58.8450s; **Dixon** 58.8684s; **Jones** 58.9330s; **Bourdais** 58.9390s; **14** Power 59.0032s; **16** Daly 59.0974s; **18** Newgarden 59.1371s; **20** Harvey 59.1463s; **24** Pagenaud 59.6591s; **25** Kellett 59.7438s; **26** van Kalmthout 59.1885s*; **27** Sato 59.1953s*. * = grid penalty.

CHAMPIONSHIP

1 Palou 477; **2** O'Ward 452; **3** Newgarden 443; **4** Dixon 428; **5** Ericsson 402; **6** Herta 348; **7** Rahal 342; **8** Power 332; **9** Pagenaud 329; **10** Rossi 299

Piastri shows his F1 value as he earns Prema a home victory at Monza

FIA FORMULA 2
MONZA (ITA)
11-12 AUGUST
ROUND 5/8

With just three rounds of the FIA Formula 2 season remaining and with his future still unclear, Oscar Piastri made his mark at Monza. The Prema Racing rookie stretched his standings lead at his team's home race and once again demonstrated his credentials for a seat at the Formula 1 table. The Aussie bagged 39 points in Italy to sit 15 clear of nearest title rival Guanyu Zhou.

Piastri snared his debut F2 feature race victory on Sunday to make his latest statement. He converted pole position to secure his first triumph since the second sprint in Bahrain in March, emerging victorious in a race that was interrupted by four safety cars, including one which held the field back to the chequered flag.

Zhou followed him home for his second podium of the weekend, while Dan Ticktum finished third after Carlin took a huge gamble on strategy, having started the Briton on medium tyres when most of his rivals opted for the soft compound.

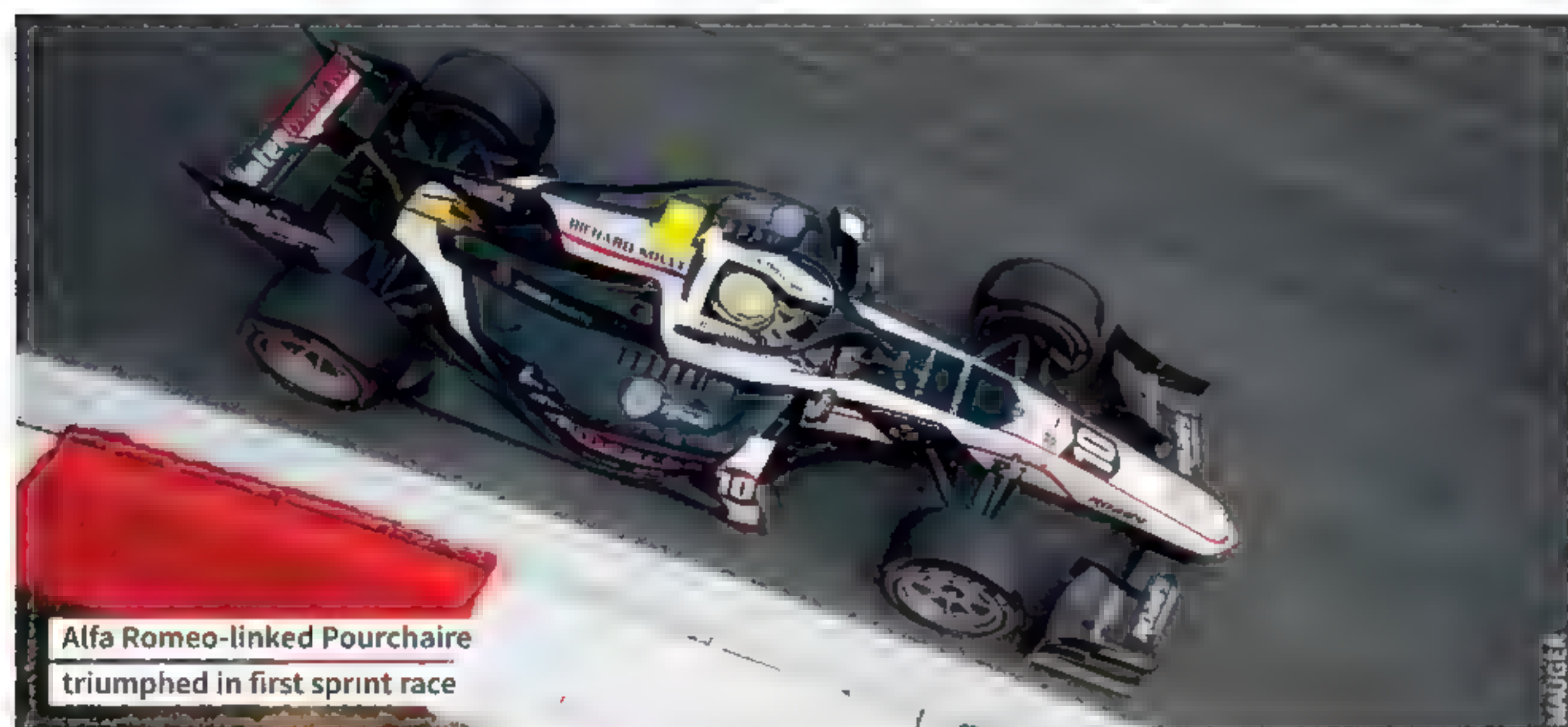
While most pitted under the second safety car caused by Juri Vips (Hitech Grand Prix) suffering a mechanical failure on the exit of the second chicane, Ticktum stayed out but was afforded a lucky break when Liam Lawson's fire extinguisher activated on the main straight.

With the advantage of much fresher rubber, Ticktum carved his way up to third – surviving being punted over the runoff at the second chicane by Ralph Boschung – before contact between David Beckmann and Bent Viscaal resulted in a fourth safety car with two laps to go, thwarting a possible challenge for victory.

ART driver Theo Pourchaire, who won the first race of the weekend, and second sprint race winner Jehan Daruvala (Carlin) were both powerless to hold Ticktum off and they finished fourth and fifth.

At the start, Piastri had held the lead as second-on-the-grid Daruvala dropped behind Zhou and Lawson to fourth. Racing was then interrupted by Guilherme Samaia spinning into the wall on the exit of Lesmo 2, prompting a virtual safety car, which then became the full version.

Normal conditions resumed on lap five. Lawson forced his way past Zhou into second around the outside at the second chicane, Roggia, before another safety car was deployed on lap eight as Vips retired from seventh. This triggered a flurry of cars to head for the pits, with all but Ticktum, Marcus Armstrong, Christian Lundgaard, Marino Sato and



Alfa Romeo-linked Pourchaire triumphed in first sprint race



Daruvala bagged the spoils in race two



RESULTS ROUND 5/8, MONZA (ITA), 11-12 SEPTEMBER FEATURE RACE (30 LAPS - 107.796 MILES)

POS	DRIVER	TEAM	TIME
1	Oscar Piastri (AUS)	Prema Racing	56m39.491s
2	Guanyu Zhou (CHN)	UNI Virtuosi Racing	+1.043s
3	Dan Ticktum (GBR)	Carlin	+1.818s
4	Theo Pourchaire (FRA)	ART Grand Prix	+2.066s
5	Jehan Daruvala (IND)	Carlin	+2.445s
6	Robert Shwartzman (RUS)	Prema Racing	+2.728s
7	Lirim Zendeli (DEU)	MP Motorsport	+3.560s
8	Roy Nissany (ISR)	DAMS	+3.964s
9	Marcus Armstrong (NZL)	DAMS	+4.477s
10	Christian Lundgaard (DNK)	ART Grand Prix	+5.015s
11	Enzo Fittipaldi (BRA)	Charouz Racing	+8.690s
12	Felipe Drugovich (BRA)	UNI Virtuosi Racing	+8.793s
13	Jake Hughes (GBR)	HWA Racelab	+10.106s
14	Ralph Boschung (CHE)	Campos Racing	+17.038s
15	Bent Viscaal (NLD)	Trident	28 laps-not running
16	David Beckmann (DEU)	Campos Racing	28 laps-not running
EX	Richard Verschoor (NLD)	MP Motorsport	+3.330s-underweight car
R	Liam Lawson (NZL)	Hitech Grand Prix	21 laps-mechanical
R	Alessio Deledda (ITA)	HWA Racelab	14 laps-mechanical
R	Marino Sato (JPN)	Trident	9 laps-mechanical
R	Juri Vips (EST)	Hitech Grand Prix	7 laps-mechanical
R	Guilherme Samaia (BRA)	Charouz Racing	0 laps-accident

Winner's average speed 114.154mph. **Fastest lap** Lawson 1m35.000s, 136.406mph.

QUALIFYING 1 Piastri 1m32.199s; 2 Daruvala 1m32.240s; 3 Zhou 1m32.256s; 4 Lawson 1m32.383s; 5 Drugovich 1m32.409s; 6 Boschung 1m32.553s; 7 Pourchaire 1m32.586s; 8 Ticktum 1m32.641s; 9 Vips 1m32.675s; 10 Beckmann 1m32.699s; 11 Zendeli 1m32.885s; 12 Shwartzman 1m32.942s; 13 Fittipaldi 1m32.965s; 14 Sato 1m33.023s; 15 Nissany 1m33.031s; 16 Hughes 1m33.043s; 17 Armstrong 1m33.054s; 18 Viscaal 1m33.080s; 19 Lundgaard 1m33.155s; 20 Verschoor 1m33.193s; 21 Samaia 1m33.478s; 22 Deledda 1m34.194s.

SPRINT RACE 1 (21 LAPS - 75.400 MILES) **GRID RACE 1** Decided by result of qualifying, with top 10 reversed.

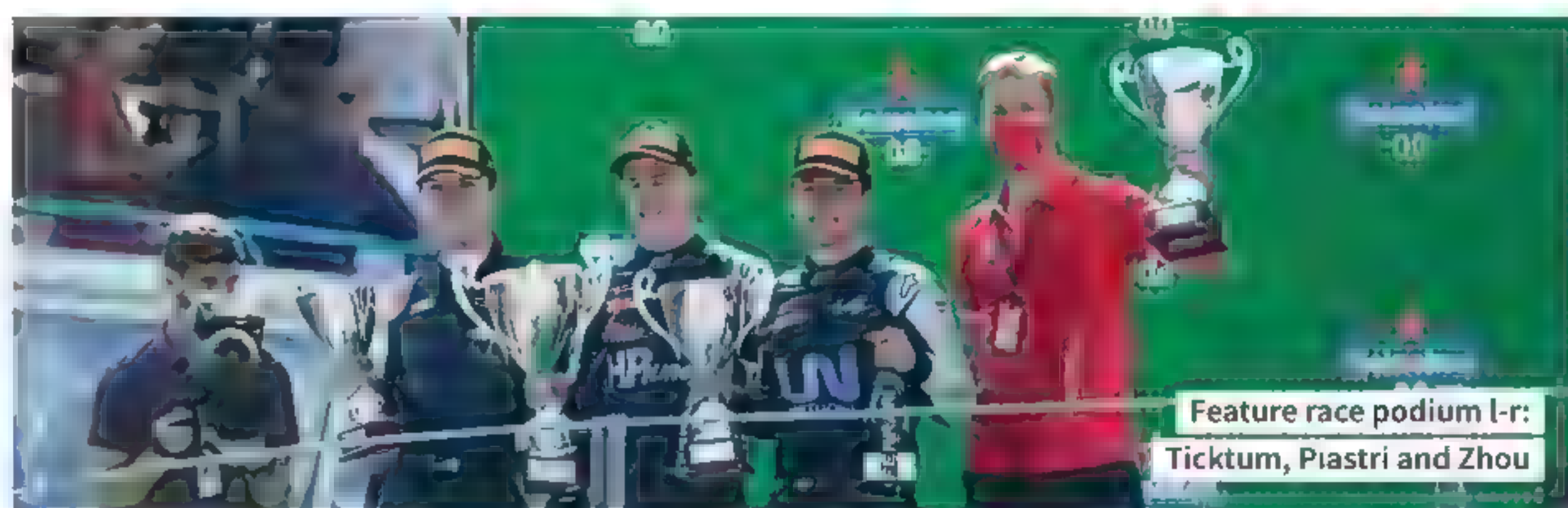
1 Pourchaire 39m12.495s; 2 Zhou +4.360s; 3 Lundgaard +6.929s; 4 Piastri +7.694s; 5 Lawson +9.767s; 6 Shwartzman +10.747s; 7 Viscaal +11.504s; 8 Vips +12.789s; 9 Daruvala +13.168s; 10 Beckmann +15.232s; 11 Armstrong +15.646s; 12 Hughes +18.840s; 13 Deledda +20.397s; 14 Boschung -1 lap; 15 Zendeli 18 laps-not running; NC Sato 16 laps-accident; R Verschoor 10 laps-accident; R Nissany 9 laps-accident; R Samaia 8 laps-accident; R Drugovich 4 laps-accident; R Fittipaldi 2 laps-accident; R Ticktum 1 lap-accident.

Winner's average speed 115.383mph. **Fastest lap** Pourchaire 1m34.314s, 137.398mph.

SPRINT RACE 2 (21 LAPS - 75.400 MILES) **GRID RACE 2** Decided by result of Sprint race 1, with top 10 finishers reversed.

1 Daruvala 34m37.701s; 2 Viscaal +6.114s; 3 Shwartzman +9.388s; 4 Lawson +9.962s; 5 Beckmann +10.829s; 6 Vips +11.172s; 7 Piastri +11.735s; 8 Zhou +12.215s; 9 Boschung +12.945s; 10 Pourchaire +15.425s; 11 Ticktum +15.649s; 12 Zendeli +17.800s; 13 Verschoor +21.707s; 14 Lundgaard +25.467s; 15 Armstrong +26.811s; 16 Fittipaldi +33.214s; 17 Drugovich +35.354s; 18 Nissany +40.049s; 19 Deledda +43.472s; 20 Sato +1m22.126s; R Hughes 2 laps-accident; R Samaia 2 laps-mechanical. **Winner's average speed** 130.643mph. **Fastest lap** Piastri 1m35.239s, 136.063mph.

CHAMPIONSHIP 1 Piastri 149; 2 Zhou 134; 3 Shwartzman 113; 4 Ticktum 104; 5 Pourchaire 94; 6 Vips 90; 7 Daruvala 81; 8 Lawson 72; 9 Drugovich 59; 10 Verschoor 50.



Feature race podium l-r:
Ticktum, Piastri and Zhou

Alessio Deledda taking the free stop.

When Lawson slowed from a net second place on lap 22, bringing out the third safety car, Ticktum dived for his stop and emerged in 11th, immediately passing Boschung following the restart three laps later. The two-time Macau Grand Prix winner had made it up to sixth by lap 27, before nipping past Robert Shwartzman and Daruvala on the same tour. Two laps later he outdragged Pourchaire into the first chicane for third, shortly before the final safety car period.

Richard Verschoor was disqualified after it was found that his MP Motorsport car was underweight. He had crossed the line in seventh, so his exclusion allowed Lundgaard to gain the last points position.

Beckmann received a five-place grid-drop penalty for the next race at Sochi after his collision with Viscaal, which the stewards determined he was wholly responsible for.

Kicking off the action earlier in the weekend, Pourchaire fought through from fourth to cross the line four seconds clear of Zhou in the first sprint race.

Lundgaard made an incredible charge from 19th to finish fourth on the road, which became third after a post-race penalty was handed to Shwartzman.

Subsequently, Daruvala took a controlled first win of the season in the second sprint, while second-placed Viscaal claimed Trident's first podium in five years with his highest-ever race finish in the series. Prema driver Shwartzman made up for losing out on a race-one podium with a strong drive to third.

MEGAN WHITE



Ten Voorde defends his crown and then wins

PORSCHE SUPERCUP
MONZA (ITA)
11-12 SEPTEMBER
ROUND 7/7

Larry ten Voorde now finds himself in fairly decent company. He joins Patrick Huisman, Richard Westbrook, Jeroen Bleekemolen, Rene Rast and Michael Ammermuller as the sixth person to defend their Porsche Supercup crown.

Third place in the opening race at Monza assured him of retaining his title, while a victory on Sunday capped off his successful season in the one-make 911 category.

A triumph in the opening race of the campaign at Monaco, the debut for the 992-generation GT3 Cup machine, hoisted him to the top of the standings and the Team GP Elite

driver has remained there ever since — having now collected four wins along the way to better his hat-trick of 2020.

Ten Voorde's Italian weekend was ignited by a sound third place, even if he had shipped a position in the first race after qualifying on the front row of the grid. Polesitter Ayhan Guven bogged down off the line ever so slightly, the nose of his rear-engined Lechner Racing machine bobbing as he found traction. The compromised launch left him to pull hard to the right to block ten Voorde on the run to the first chicane, but the aggression proved sufficient and he held on to the position.

Ten Voorde had swept behind his rival on the run to the braking zone to ensure he stayed clear of the concrete wall on the inside. And after a slight nudge into the rear bumper of Guven through Lesmo 1,

he settled into a fairly comfortable second place.

While Guven was busy escaping to a 2.45-second win, though, and with the crown within ten Voorde's grasp, he didn't offer much of a fight when FIA Formula 2 convert Dorian Boccolacci dived his Martinet by Almeras machine down the inside at the second chicane for what would ultimately be the runner-up spot.

The second encounter was a much more straight forward affair for ten Voorde, who had now been crowned champion. Although Zandvoort winner Laurin Heinrich had stuck his nose in front on the sprint to the first braking zone, the Nebulus Racing charger was forced to concede the position as he held the outside line. Ten Voorde then smoothly led the remainder to nab his fourth win of the term by 1.54s.

His composure up front allowed attention to turn to the dice for the rookie title spoils, with Heinrich eventually wresting the accolade from Boccolacci, the latter really rather throwing it away when he locked the front-left Michelin heavily on the run to the second chicane to leave himself vulnerable on the approach to Lesmo 1.

The success of ten Voorde, combined with the efforts of stablemates Max van Splunteren and Jesse van Kuijk, also rewarded Team GP Elite with the teams' crown. That ended the run of form for Lechner Racing, which had been the proud recipient of the previous seven teams' titles.





Colapinto ends his drought

**FORMULA REGIONAL EUROPEAN
RED BULL RING (AUT)
11-12 SEPTEMBER
ROUND 7/10**

Versatile Argentinian teenager Franco Colapinto had endured a tough start to the Formula Regional European Championship by Alpine, but reversed that nicely with two wins at the Red Bull Ring last weekend.

Colapinto planted his MP Motorsport car on pole position for the opener, and was able to convert that into an early lead from Hadrien David (R-ace GP), although an early safety car following a backmarker tangle meant the race took time to get going.

Once it did, Colapinto wasted no time in putting David at arm's length, with Prema Powerteam's Mercedes F1 Junior Paul Aron similarly just adrift in third. Aron, indeed, found himself under intense pressure from Alex Quinn. The Arden International-run Cornishman had jumped ahead of Gabriel Bortoleto on the first lap, and posed a real

threat to Aron, only for the Estonian to withstand everything.

ART Grand Prix's series leader Gregoire Saucy was fifth, from Michael Belov and Bortoleto, with the race ending under another caution period.

Race two began with drama, when a clash between fourth qualifier Belov and fifth starter David ended with the French racer being flicked into the barriers at Turn 1, while Belov was also out with deranged suspension. That meant that the second bout of Colapinto domination, like the first, was delayed by an early safety car.

Once the race got going, Colapinto did enough to keep Saucy safely at bay throughout, with the Swiss finishing just over one second adrift.

Brazilian Bortoleto did a fine job to take his maiden podium with the MP-run FA Racing, while Zane Maloney led Isack Hadjar in an at-times frantic all-R-ace battle for fourth. Quinn was this time ninth, behind team-mate William Alatalo.

WEEKEND WINNERS

PORSCHE SUPERCUP MONZA (ITA)

Race 1 Ayhan Guven
Lechner Racing

Race 2 Larry ten Voorde
Team GP Elite

FORMULA REGIONAL EUROPEAN RED BULL RING (AUT)

Race 1 Franco Colapinto
MP Motorsport

Race 2 Franco Colapinto
MP Motorsport

EUROFORMULA OPEN RED BULL RING (AUT)

Race 1 Jak Crawford
Motopark (Dallara-Spiess)

Race 2 Nazim Azman
CryptoTower Racing (Dallara-Spiess)

Race 3 Jak Crawford
Motopark (Dallara-Spiess)

INTERNATIONAL GT OPEN RED BULL RING (AUT)

Race 1 Michele Beretta/Frederik Schandorff
Vincenzo Sospiri Racing

(Lamborghini Huracan GT3 Evo)
Race 2 Sam De Haan/Charlie Eastwood
TF Sport

(Aston Martin Vantage GT3)

ADAC GT MASTERS LAUSITZRING (DEU)

Race 1 Ricardo Feller/Christopher Mies
Land-Motorsport

(Audi R8 LMS)
Race 2 Jules Gounon/Igor Walilko
Team Zakspeed

(Mercedes AMG GT3 Evo)

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Crawford claims double in Austria

**EUROFORMULA OPEN
RED BULL RING (AUT)
11-12 SEPTEMBER
ROUND 6/8**

Teenaged Texan talent Jak Crawford scored two 'home' wins for the Red Bull Junior programme as the Euroformula Open circus held its Austrian round.

Crawford claimed a double pole position and sprinted into the distance in the opener, while title battlers Cameron Das and Louis Foster set to each other in

the battle for second. Das had made it an all-American front row, but Foster speared extremely wide at Turn 1, got totally out of shape on the kerb, and somehow emerged in second place. From then on he defended the position all the way from Das.

Reshad de Gerus, on his EFO debut following his exit from FIA F3, finished fourth, but a jumped-start penalty promoted Cem Bolukbasi to the position.

De Gerus lined up alongside Crawford on the front row for the finale, but his start was the opposite this time: he stalled. Das emerged from a hectic early battle with Foster and Nazim Azman to take second, with the Brit consigned to a distant third once he'd worked his way past the Malaysian, meaning Das leads the standings by a point.

Azman claimed the spoils in the middle race of the weekend, run from a top-six reversed grid. With the weekend entirely



dominated by the squadron of drivers from Motopark and its CryptoTower affiliate, only Van Amersfoort Racing's Bolukbasi prevented a total wipeout of all nine podium places by the East German juggernaut, closing on Azman late in the race. Foster beat Das to third, with Crawford next after a fight with de Gerus.

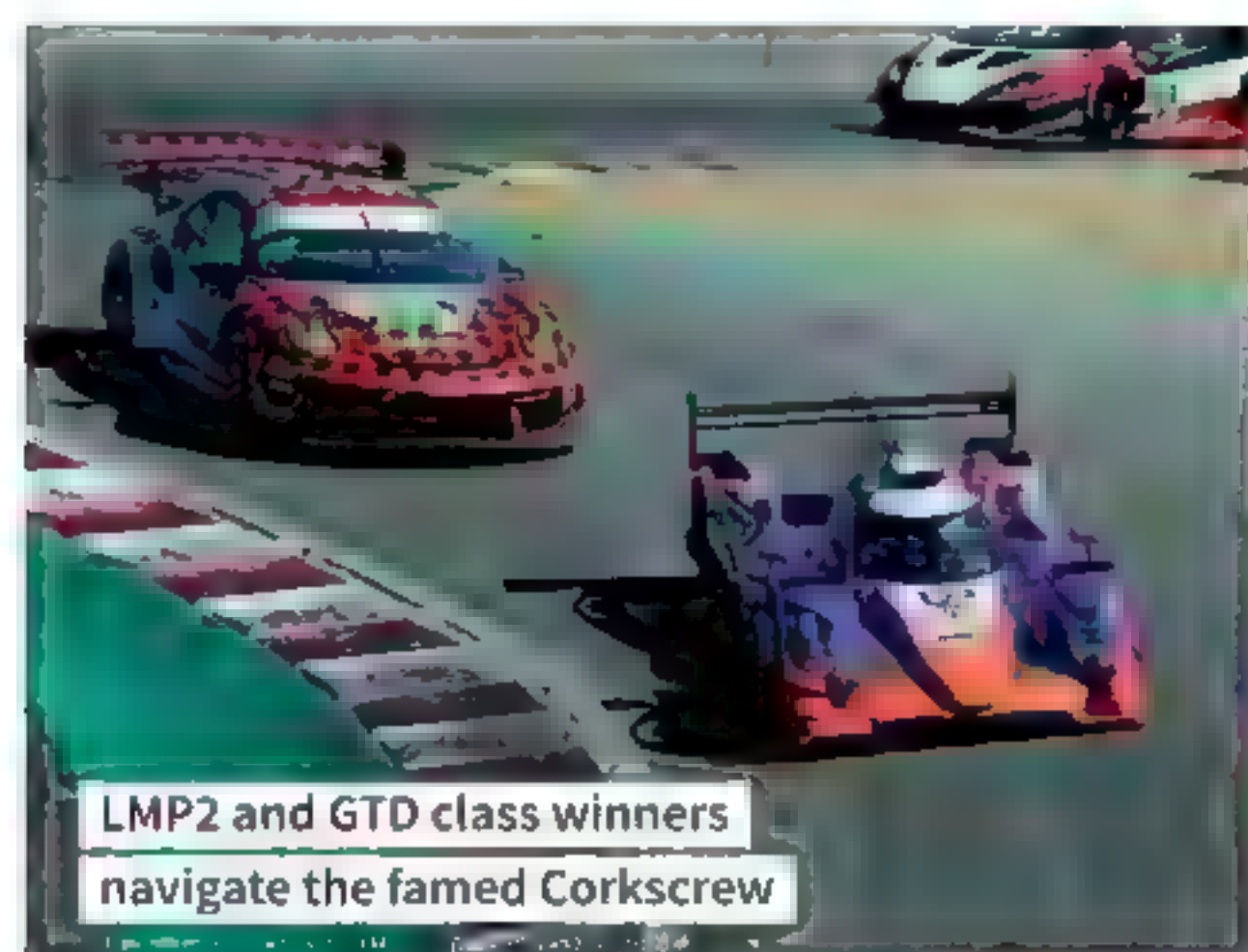


Albuquerque and Taylor dominate DPi in California

**IMSA SPORTSCAR
LAGUNA SECA (USA)
12 SEPTEMBER
ROUND 9/12**

Filipe Albuquerque and Ricky Taylor were a dominant force last weekend at Laguna Seca. Albuquerque qualified on pole and led the early stages before handing over to Taylor, who drove comfortably to the pair's third win of the season for Wayne Taylor Racing's Acura team. They now hold a commanding lead in the IMSA SportsCar Championship with only two races remaining for the DPi contingent.

For the second race in a row, a strategic ploy by the sister Acura squad, Meyer Shank Racing, failed to pay off. Dane Cameron and Olivier Pla managed to obtain some remarkable fuel economy, leading for lengthy periods in the 2h40m contest and completing the race with one fewer pitstop.



But with only one brief full-course caution in the early stages, they had to cut their pace dramatically and could manage no better than fourth after starting on the outside of the front row of the grid.

"We knew that the [#60] of [Cameron and Pla] was on a different strategy and he needed the yellow flag, which does not happen so much at Laguna," said Albuquerque. "So it was a clean, nice race for us. The car was good. Perfect execution from Wayne Taylor Racing. Our Acura was just great here. A perfect weekend for us: pole position, race win."

Pipo Derani and Felipe Nasr looked set for second place in their Action Express Cadillac, even though they were clearly struggling for grip towards the end of each stint. Ultimately, with just three laps remaining, Dutchman Renger van der Zande, at the wheel of Chip Ganassi Racing's similar Cadillac, pulled off an audacious pass on Nasr to secure second place for himself and Kevin Magnussen.

A remarkable performance by Ben Keating and Mikkel Jensen brought a clear LMP2 win, with Jensen posting a new class lap record that was several tenths faster than the old DPi benchmark that had been set two years ago by Juan Pablo Montoya.

In GTLM, Nick Tandy and Tommy Milner combined to finally claim their first points win for Corvette, leading home team-mates Jordan Taylor and Antonio Garcia.

For the second race in a row, Zach

Albuquerque
(left) and Taylor
celebrate their third
win of the IMSA
season

WEEKEND WINNERS

IMSA SPORTSCAR

LAGUNA SECA (USA)

- DPI** Ricky Taylor/Filipe Albuquerque
Wayne Taylor Racing (Acura ARX-05)
- LMP2** Ben Keating/Mikkel Jensen
PR1 Motorsports (ORECA-Gibson 07)
- GTLM** Tommy Milner/Nick Tandy
Corvette Racing
(Chevrolet Corvette C8.R)
- GTD** Zacharie Robichon/Laurens Vanthoor
Pfaff Motorsports (Porsche 911 GT3 R)

INDY LIGHTS

PORTLAND (USA)

- Race 1** David Malukas
HMD Motorsports
- Race 2** Kyle Kirkwood
Andretti Autosport

NASCAR CUP

RICHMOND (USA)

- Martin Truex Jr
Joe Gibbs Racing (Toyota Camry)

NASCAR XFINITY SERIES

RICHMOND (USA)

- Noah Gragson
JR Motorsports (Chevrolet Camaro)

SUPER GT

SUGO (JPN)

- Kazuki Hiramine/Nobuharu Matsushita
Team Impul (Nissan GT-R)

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Robichon and Laurens Vanthoor had the measure of a closely matched GTD field in their Pfaff Motorsports Porsche 911 GT3-R. Madison Snow and Bryan Sellers finished second aboard their Paul Miller Racing Lamborghini Huracan, just 5s in arrears.

JEREMY SHAW

Impul ends its five-year wait for success

SUPER GT
SUGO (JPN)
12 SEPTEMBER
ROUND 5/8

Nissan claimed its second Super GT win in succession as Team Impul ended a five-year victory drought in a typically chaotic Sugo race. Kazuki Hiramine and Nobuharu Matsushita both became first-time GT500 winners on board the Calsonic-liveried #12 Nissan GT-R in only their fifth race as a pair.

But their path to victory was eased significantly by the misfortune of ARTA Honda crew Tomoki Nojiri and Nirei Fukuzumi, who had taken pole and comfortably led until their race fell apart following a drivethrough penalty for a pitlane infraction. Confusion about whether the penalty could be served under the safety car led to two extra unnecessary



Newly formed Hiramine-and-Matsushita duo took just five outings to win

trips through the pits, as well as a stop/go for exiting the pitlane under a red light.

Prior to that, Matsushita had set up Impul for the win with a pass on the Real Racing Honda of Bertrand Baguette in the opening stint, taking advantage of Baguette being baulked by Toshiki Oyu's struggling Mugen Honda. Baguette and team-mate Koudai Tsukakoshi were looking good for second place until Tsukakoshi lost out to Kunimitsu Honda racer Naoki Yamamoto as a late full-course-yellow period ended.

Second for reigning champions Yamamoto and Tadasuke Makino has allowed Yamamoto to stretch out a 14-point lead over Baguette and Tsukakoshi.

Toyota suffered another tough race, in which three of its six GR Supras retired with engine-related issues. The best of the surviving cars was the #36 TOM'S machine of Yuhi Sekiguchi and Sho Tsuboi in fourth.

JAMIE KLEIN

 **motorsport.tv**

Relive this race at Motorsport.TV

Truex vaults from jump-start penalty to victory

NASCAR CUP
RICHMOND (USA)
11 SEPTEMBER
ROUND 28/36

Martin Truex Jr battled back from a penalty to nab a surprise win in last Saturday night's NASCAR Cup race at Richmond and lock himself into the second round of the championship playoffs.

The fourth victory of his season was anything but easy, however, as Truex

was immediately penalised by NASCAR for jumping the start. He had to serve a drivethrough penalty and resumed the race in 37th — last on the road.

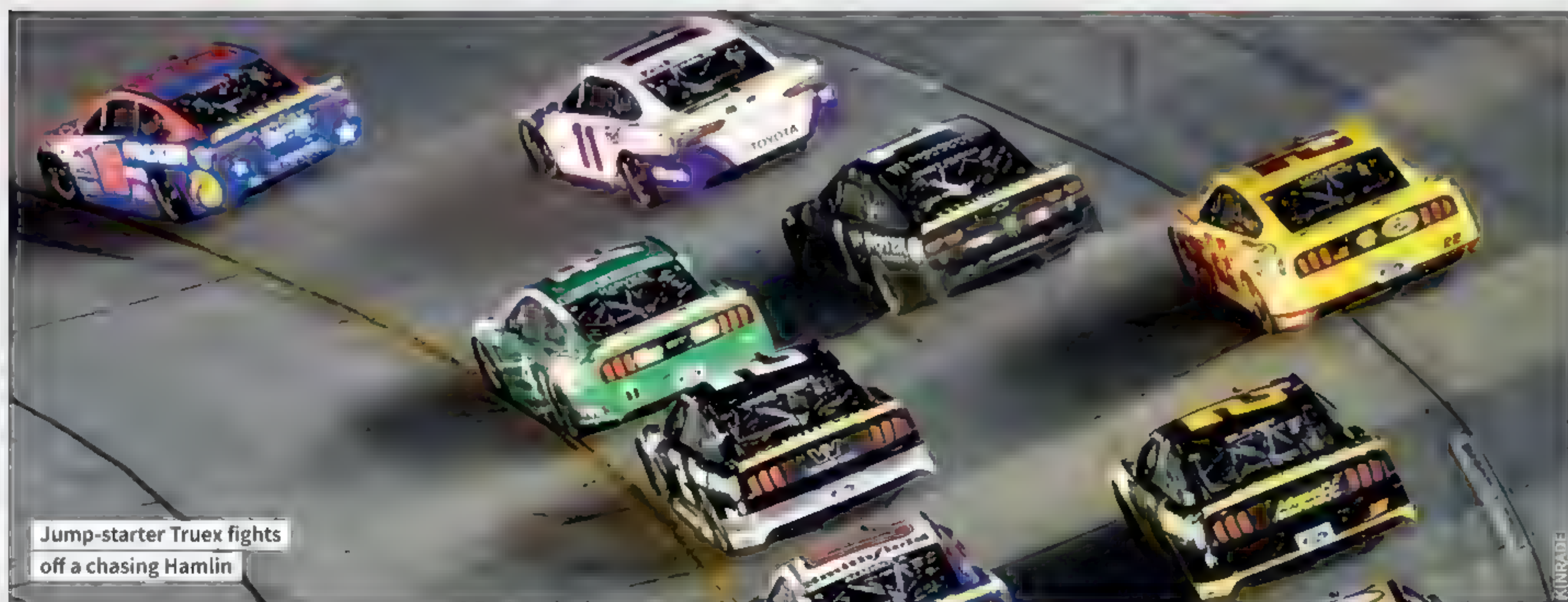
The Joe Gibbs Racing Toyota Camry driver made his way up to third at the end of the second stage, and moved into the lead for the final time on lap 350 of 400 following a round of green-flag pitstops. Truex closed out the win by holding off team-mate Denny Hamlin by 1.417 seconds.

"The summer was tough," said Truex.

"We had a lot of tough luck and a lot of crashes and got caught in the rain a few times. Some crazy things happened to us. I felt like we brought good speed all summer. But in general, I think we felt good coming into the playoffs."

Truex's victory continued the strong start to the playoffs by JGR. Its drivers have won the first two races, and Christopher Bell's third place gave the organisation a 1-2-3 finish at Richmond.

JIM UTTER



Jump-starter Truex fights off a chasing Hamlin

Bagnaia holds off Marquez for maiden spoils

MOTOGP

MOTORLAND ARAGON (ESP)

12 SEPTEMBER

ROUND 13/18

Seven. That's the number of attempts Marc Marquez made at overtaking Francesco Bagnaia during the final three laps of last Sunday's Aragon Grand Prix. All of them were unsuccessful.

Ducati rider Bagnaia had already come agonisingly close to victory in MotoGP before he finally converted it last weekend. In front of his home fans at the Emilia Romagna GP in 2020, the then-Pramac rider crashed out of a lengthy stint in the lead. This year's Portuguese GP in April could well have been the day he broke his duck, but a cancelled lap due to yellow flags in qualifying left him with too much work to do from 11th on the grid. And at Mugello, having felt perfect all weekend, he crashed on lap two while running in first position.

Bagnaia had doubts about Motorland Aragon being the place where he would finally land his maiden triumph. It was a miserable venue for him and Ducati in general in 2020. But from first practice — he had not even changed the set-up of his bike from Silverstone — he marked himself out as a favourite, and cemented that with a lap-record-smashing lap in qualifying for pole.

As far as the Ducati rider was concerned, only Marquez had pace that was better than his. And after converting pole into the holeshot, Bagnaia was shadowed by



Marquez lines up one of seven attempted passes in the final three laps

Marquez after two corners of the 23-lap encounter. In the early stages Bagnaia led from Marquez's Honda, with Ducati teammate Jack Miller not far off. But by lap nine, the top two were a second clear and would continue to stretch away from the rest.

Despite Sunday offering the hottest conditions of the weekend, the entire grid had elected to run Michelin's soft rear tyre. Therefore, it was expected to be a slow race where those who managed their rubber best would ultimately prevail.

But Bagnaia and Marquez effortlessly lapped in the mid-high 1m48s right through to lap 21, when they finally dropped into the 1m49s in sync. By contrast, third-placed Joan Mir on the Suzuki — a result he felt was 'unsatisfying' after targeting victory — was into the 1m49s as early as lap 13.

Motorland's anti-clockwise nature played into Marquez's hands because it put less emphasis on his recovering right shoulder.

But pre-race worry did hit. Two crashes in practice made him hypersensitive to making any more mistakes, wary that the opportunity to win in 2021 in his current physical state may not come often.

Playing to his strengths, Marquez lined up all seven of his overtaking attempts into left-handers — at Turns 5 and 15 on laps 21 and 22, and Turns 1, 5 and 12 on the final tour. Bagnaia struck straight back on the first six moves, while Marquez ran off track in the final attempt to allow the Italian to become MotoGP's eighth different winner in 2021 and the first on a Desmosedici in Aragon since 2010.

It was a result that has somewhat changed the championship picture. The Aragon GP was similarly hellish for Fabio Quartararo in 2020 and was really the scene of the beginning of his title challenge's downfall. After making a breakthrough on his Yamaha in the morning warm-up to believe he had



Vinales makes his Aprilia debut and leads Crutchlow, making his last cameo



Marquez, seen here whipping up his home fans, was back on form

a legitimate chance of the podium in the race, the reality was quite different.

Quartararo said "something went wrong" with his rear race tyre and from the off he went backwards, dropping from third to fifth at the start and eventually forced to fight tooth-and-nail to hold onto eighth at the chequered flag, 0.04s ahead of the Pramac Ducati of Jorge Martin in ninth.

Quartararo's points lead is now down to 53, but his 2021 title charge still looks formidable. Between him and reigning champion Mir was Aprilia's Aleix Espargaro in a strong fourth, Miller after gear-shifting issues, Avintia Ducati rookie Enea Bastianini in a standout sixth, and KTM's Brad Binder.

Alex Rins's hopes of a repeat of his 2020 Motorland win were dashed when he qualified 20th. The Suzuki rider could only salvage 12th behind the Tech3 KTM of Iker Lecuona (Honda World Superbike-bound for 2021) and Takaaki Nakagami's LCR Honda.

Early contact with Alex Marquez denied Yamaha's Cal Crutchlow points on what is scheduled to be his final race of 2021. He was 16th, while a content Maverick Vinales ended his Aprilia race debut in 18th, armed with more knowledge to help him in his quest to adapt to the RS-GP as quickly as possible as he begins his post-Yamaha life.

LEWIS DUNCAN

RESULTS ROUND 13/18, MOTORLAND ARAGON (ESP), 12 SEPTEMBER (23 LAPS - 72.558 MILES)

POS	RIDER	TEAM	TIME
1	Francesco Bagnaia (ITA)	Ducati	41m44.422s
2	Marc Marquez (ESP)	Honda	+0.673s
3	Joan Mir (ESP)	Suzuki	+3.911s
4	Aleix Espargaro (ESP)	Aprilia	+9.269s
5	Jack Miller (AUS)	Ducati	+11.928s
6	Enea Bastianini (ITA)	Avintia Ducati	+13.757s
7	Brad Binder (ZAF)	KTM	+14.064s
8	Fabio Quartararo (FRA)	Yamaha	+16.575s
9	Jorge Martin (ESP)	Pramac Ducati	+16.615s
10	Takaaki Nakagami (JPN)	LCR Honda	+16.904s
11	Iker Lecuona (ESP)	Tech3 KTM	+17.124s
12	Alex Rins (ESP)	Suzuki	+17.710s
13	Pol Espargaro (ESP)	Honda	+19.680s
14	Miguel Oliveira (PRT)	KTM	+22.703s
15	Danilo Petrucci (ITA)	Tech3 KTM	+25.723s
16	Cal Crutchlow (GBR)	Petronas Yamaha	+26.413s
17	Johann Zarco (FRA)	Pramac Ducati	+26.620s
18	Maverick Vinales (ESP)	Aprilia	+27.128s
19	Valentino Rossi (ITA)	Petronas Yamaha	+32.517s
20	Luca Marini (ITA)	Avintia Ducati	+39.073s
R	Jake Dixon (GBR)	Petronas Yamaha	1 lap - accident
R	Alex Marquez (ESP)	LCR Honda	0 laps - accident

WEEKEND WINNERS

MOTO2

ARAGON (ESP)

Raul Fernandez (below)
Ajo Motorsport (Kalex)

MOTO 3

ARAGON (ESP)

Dennis Foggia
Leopard Racing (Honda)



Winner's average speed 104.299mph. **Fastest lap** M Marquez 1m48.139s, 105.021mph.

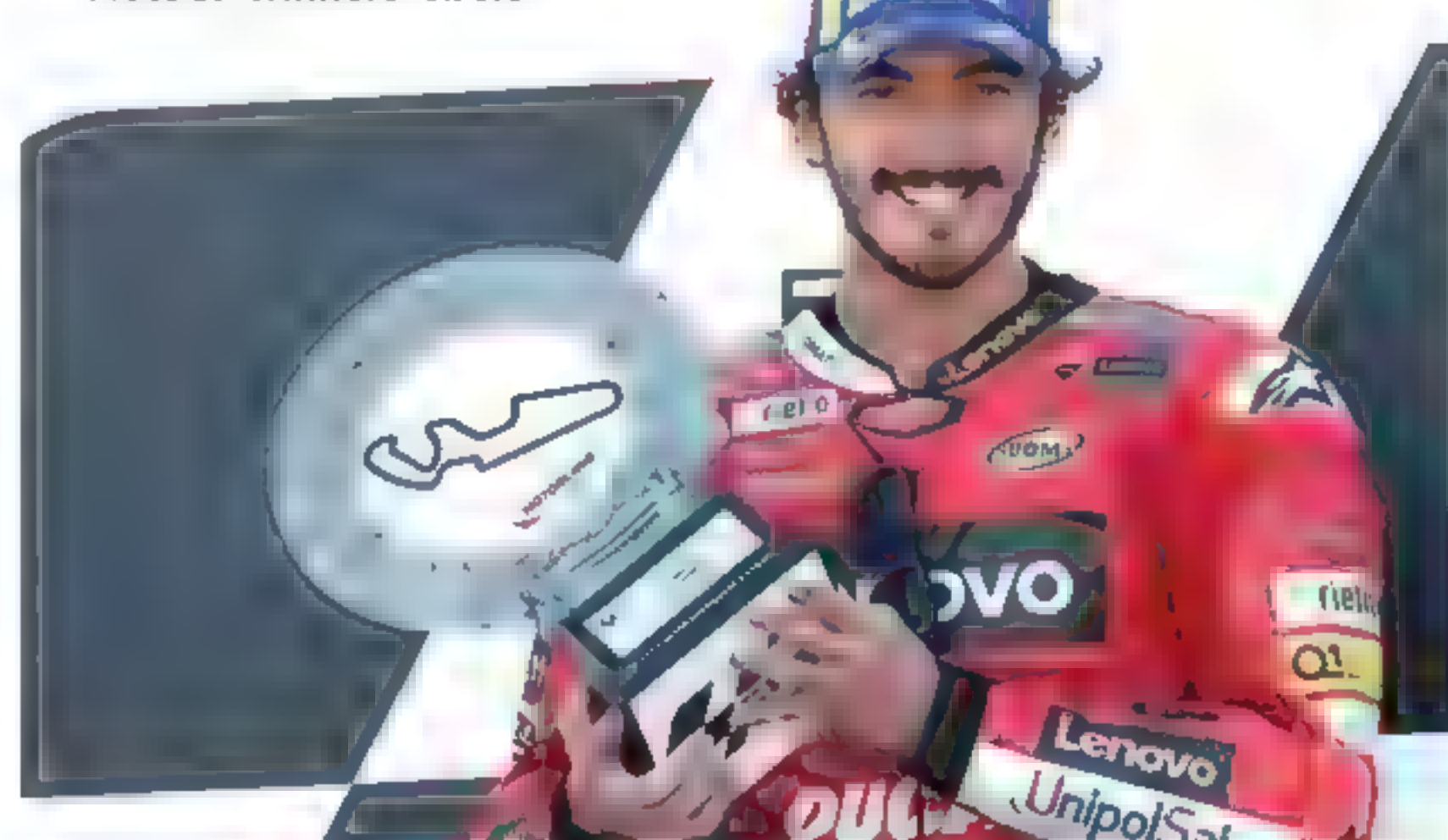
QUALIFYING 21 Bagnaia 1m46.322s; 2 Miller 1m46.688s; 3 Quartararo 1m46.719s; 4 M Marquez 1m46.736s; 5 Martin 1m46.878s; 6 A Espargaro 1m46.883s; 7 Mir 1m47.162s; 8 P Espargaro 1m47.194s; 9 Bastianini 1m47.278s; 10 Zarco 1m47.288s; 11 Nakagami 1m47.366s; 12 Binder 1m47.932s.

QUALIFYING 1 Zarco 1m47.293s; Binder 1m47.344s; 13 Lecuona 1m47.508s; 14 A Marquez 1m47.542s; 15 Crutchlow 1m47.613s; 16 Petrucci 1m47.708s; 17 Marini 1m47.741s; 18 Oliveira 1m47.750s; 19 Vinales 1m47.764s; 20 Rins 1m47.790s; 21 Rossi 1m47.863s; 22 Dixon 1m48.146s.

RIDERS' CHAMPIONSHIP 1 Quartararo 214; 2 Bagnaia 161; 3 Mir 157; 4 Zarco 137; 5 Miller 129; 6 Binder 117; 7 A Espargaro 96; 8 Vinales 95; 9 Oliveira 87; 10 M Marquez 79; 11 Martin 71; 12 Rins 68; 13 Nakagami 64; 14 P Espargaro 55; 15 A Marquez 49; 16 Bastianini 45; 17 Franco Morbidelli 40; 18 Lecuona 38; 19 Petrucci 37; 20 Marini 28; 21 Rossi 28; 22 Stefan Bradl 11; 23 Dani Pedrosa 6; 24 Lorenzo Savadori 4; 25 Michele Pirro 3; 26 Tito Rabat 1; 27 Crutchlow 0; 28 Garrett Gerloff 0; 29 Dixon 0.

MANUFACTURERS' CHAMPIONSHIP 1 Ducati 250; 2 Yamaha 242; 3 Suzuki 174; 4 KTM 171; 5 Honda 135; 6 Aprilia 97.

Bagnaia now joins
MotoGP winners' circle



NEXT REPORT

SAN MARINO GP
23 SEPTEMBER
ISSUE

Bagnaia and Ducati return to their homeland for the trip to Misano - not too far from the marque's factory. Can they win again?

JUAN PABLO MONTTOYA

MAGIC MOMENTS CAPTURED ON CAMERA

*It's 20 years since the great Colombian scored his first F1 victory at Monza.
Time to look back at some of his finest achievements*

CHARLES BRADLEY

PHOTOGRAPHY MILLER  motorsport
IMAGES



1998 PAU GRAND PRIX VICTORY IN F3000

Lapping the entire field at the epic French street track

"I beat everybody by a lot there! In 1997, it was a great year because I was on pole by four tenths and won it by almost 40 seconds. In 1998, the cool thing was I was on pole by four tenths, but I still thought they might beat me so towards the end I gave it a proper go, I was another half-second up, and I got to the chicane and destroyed the car.

I put a hole in the chassis and everything, and the guys stayed up all night.

"So, to come back and win the race for the guys who didn't get five minutes of sleep was pretty awesome. And to lap the whole field was pretty cool!

"I think I got a 15 or 20s lead straight away when they all shunted behind me, but I was fast enough to catch everybody.

My engineer was really worried, because I was taking a second per lap from the guys fighting over second. So when I saw them on the straight ahead of me, I got even more excited and started going even quicker! My engineer was on the radio: 'Hey, hey, hey, there's no need to lap them, don't throw this away!' So I backed off, but I still caught and passed them."



FIRST WILLIAMS F1 SEAT FIT

Signed as test driver for 1998 along with Max Wilson

"This was really special. This was my first F1 seat fitting, and what was crazy is that I have really big thighs and [engineer] James Robinson was there and I got in the car, so he asked, 'How do you fit?' and my legs were like tight as hell. I asked, 'There's no way to get some more room here?' and he replied, 'No way, or you can't drive', so then I'm like, 'Ooooh, it's fine!' The car was as small as possible, and my legs are the opposite to Jacques's [Villeneuve]!"

"It was a shootout, so I was up against Nicolas Minassian, Soheil Ayari and Max Wilson. They gave us 20 laps each day and it was really cool. What they also did was a written exam, and I flunked that terribly, because being F1 I didn't want to ask anything. They asked, 'What tyre pressures are we running?' and I'm like, 'I dunno!' – so that was terrible.

"But the last task was new tyres, low fuel. And I went really, really quick. That solved any issues [he chuckles] and I got the job as test driver.

"I was genuinely disappointed by the horsepower, I was like, 'Is that it?' – it was fast, don't get me wrong, but I thought it was gonna rip my head off. But when I got on the brakes and turned, yeah, it ripped my head off. On the



lap on new tyres, it was the proper Barcelona then, with the two fast right-handers at the end, and into the final turn I pointed the car flat-out, and my head totally rolled away from where I was going. So I kept steering, with my head pushed to the left, until I could see the kerb, then I went straight and finished the lap. I was fully committed but it was so, so funny."

1999 CART SERIES CHAMPION

Tied on points with Dario Franchitti, but won title on countback

"Coming to Indycar... well, with Williams I felt like I'd done everything that needed to be done to get the F1 drive – I'd won the F3000 title, I was as quick as the race drivers in testing. And Frank told me, 'Sorry, we're going with somebody else.' Then he added, 'It's Alex Zanardi. He's coming

to test, we want you to help him.' I was like, 'Screw you – you picked him over me, he knows what he's doing, I don't wanna go.' Oooh, Frank was pissed. So they made me go to the test. But it's hard to be an ass to Zanardi because he's such a nice guy.

"Chip Ganassi and [engineer] Morris Nunn came to the test to see Alex. At the end of the first day of testing, Chip wants to take me to dinner. I met him at seven, and he had a contract right there. 'Do you wanna come and race CART for me?' – so I'm thinking, 'F1 is out and I can drive a title-winning Indycar' – and he's saying, 'This is the deal, this is what I'll pay you' and I said 'OK!' I didn't wanna stay being a test driver, I needed to race.

"I moved to America and I made my career. There were two guys I just had to beat. With Dario, when I came to Europe with Paul Stewart Racing, Graham Taylor, who was team manager of the Formula Vauxhall team, he saw Dario like God. And then, when I replaced Jan Magnussen in DTM after he broke his leg, Dario was the quickest guy at Mercedes. I remember the race at Silverstone, he came out of the first corner and banged into me. And then we spent Becketts and all that just banging on each other. Carbon pieces were flying everywhere! I had a blast. It was friendly, but it was always Dario!

"And then there was Helio [Castroneves], who was in F3 with PSR when I was in Vauxhall. He saw himself as a professional and me as just an amateur. So when I got to Indycar I really wanted to show them and beat them so bad! They gave me the ammunition and I had the bigger gun.

"I won seven races, and we threw a few away. I made a lot of mistakes but ended up winning the championship, tied with Dario but with more wins. It was cool, it was a fun year. In my mind, I was done with F1."



INDIANAPOLIS 500 WINNER IN 2000

First Indy 500 rookie victor since Graham Hill in 1966

"In CART we went from Reynard and Honda in 1999 to win the championship, to Lola and a Toyota. I led more races in 2000 than 1999 but only won three of them! So when they said we're going to run the [IRL-sanctioned] 500 as well, I said, 'I don't wanna do it – it's a distraction from the championship.'

"We went straight from Japan to Indy, but by lap four I was flat and I was so fast they said I didn't need to do the rookie test! I never did it [chuckles]! It was a big ego thing with both series, but at the time I never understood how big it was, and I just wanted to kick everyone in IRL's ass.

"I was really pissed we missed the pole, I had understeer and was screaming 'wave it off!' but Chip didn't, he wanted us to focus on the race. Greg Ray did three runs and finally beat us.

"At the start, everyone thought I was going to go around the outside at Turn 1, but I backed off – and he went right up to the wall! Like, he was ready to



finish it right there! I made one stupid mistake, as I was racing him in traffic and went three-wide and had to get on the brakes inside somebody. I could have thrown the race away there.

"Everybody thought I don't respect the place,

some still do, but... everyone told me the track would feel narrower with all the fans, which is why I backed out at Turn 1. But when I got there – guess what? – it was the same frickin' track. I just went there, drove the frickin' car – it worked out OK."



FORMULA 1 DEBUT SEASON WITH WILLIAMS IN 2001

Introducing himself to Michael Schumacher with stunning Interlagos pass

"It was really weird. It was the summer after I won at Indy, I was doing a sponsor thing in Colombia, shooting a commercial. The phone goes: 'Hello Juan, it's Frank. Do you want to race F1 for me?' I said, 'I have a three-year deal here, so I can't.' He says, 'But do you want to?' I said, 'Yeah, I'd love to' and he says, 'OK, I'll take care of it.' That was it, that simple; one phone call.

"This was race three in Brazil – I was running behind Michael, and we got a safety car. I'd been passing people at restarts for the past two years and I thought, 'I've got a pretty good shot here.'

When we started accelerating, I heard a bunch of noise from his car – and his powerband was incredible, and I'm spinning the tyres! They probably had something we didn't, you know F1 loopholes, so I was really pissed.

"I drafted him and said to myself, 'Please brake early, please brake early' and I think because the gap was big enough he thought he could brake early. And I just went for it, like full send. The thing that shocked me was when I went over the crest, the car got really loose. I'm like, 'OK, I'm taking him out and I'm going with him into the grass!'

But I managed to stop the car without making the grass... It was really cool! I wasn't going to give him an inch. People respected Michael so much, but nobody would race him. When he was behind, people would jump out of the way to let him past. That drove me insane.

"So every shot I got, I went for it. I was OK crashing! But that's why it worked. He understood that I'd take it that far – I think he was OK too, so if we were talking about it today, he wouldn't laugh about it, but there was no ill intention of being nasty or evil."

2003 MONACO GRAND PRIX WINNER

Tense victory with an engine that was running out of oil

"This was a good race. People underrated how good Ralf [Schumacher, his Williams team-mate] was. I think I got under his skin, mentally I destroyed him, but his speed was incredible. I think I did a better job of getting the car to what I needed than he did, and that was the difference.

"He was on pole and led from the start, so I pushed, and he went quicker, and I pushed... It got to a point where I was on his gearbox and Kimi [Raikkonen] was right with us. So they thought, 'If Kimi pits first, he's going to beat both of us', so they gambled on Ralf pitting and left me out to open a gap. I managed to do that and came out ahead of both of them.

"It was fine, until 20 laps to go, when they told me, 'You're out of oil' so I had to turn it down. Back then we were shifting at 18,500 or 19,000rpm and they said, 'You're going to have to shift at 16,000' – it was like... no power!

"So I've been stuck behind a Minardi around here before, I wasn't able to pass it, so that was my mentality. Stay cool. And it got to a point where Kimi got really close and I asked,



'Can you give me a little more?' and they did. But it was really tough. Out of the chicane, towards Tabac, the McLaren had great traction and he probably could've stuck the nose in a few times, but he didn't. Honestly, when I spoke to the BMW guys afterwards they

were surprised we made it until the end.

"I was a huge Senna fan. So, with what he did in Monaco, winning all those races, it meant winning there was like my ultimate goal. My life was all about winning Monaco, and the Williams cars at that time were the best I've ever driven."

SHOCK SWITCH TO NASCAR IN MID-2006

Finished eighth in final year of F1 in 2006, and eighth in NASCAR Sprint Cup in 2009

"Chip used to call me once a year to say hi. And it was around Indy in F1, and he said to me, 'Hey, what are you doing?' I said 'I'm looking for a drive.' He says, 'Oh, well I'm looking for a driver.' Where? 'NASCAR. You interested?' And I said, 'Yeah, I can look at it' and hung up.

"He phoned me the next day and he said, 'Will you *really* consider it?' And I did, because I didn't want to run mid-pack in F1. I didn't want to stay at McLaren at that time, and Williams wasn't in a good place – there were no other options.

"Here, Chip was offering me a five-year deal, which turned into seven. I could live in Miami, I could extend my racing career, we're good! The car itself is horrendous to start with, but when you understand it, it's actually not too bad. You understand the mentality of what a Cup car is meant to feel like. But the racing was incredible. Going to an oval, people think they're easy, but in a good Cup car – when you can run the bottom, middle or top – y'know, right against the fence, and you get the hang of it... it's so cool!

"Around 2008, 2009 and 2010, when we had a good car, I loved it! We led a lot, won on the road courses, and I should have won on an oval – at Indy I came very close."



SECOND INDIANAPOLIS 500 WIN IN 2015

Daring late pass on Will Power seals amazing comeback victory

"It meant a lot, because I'd been away in F1 and everything, and Roger Penske hadn't won Indy since 2009. Honestly, when I got there, the oval side of things weren't great. I felt like I elevated their programme a lot and I got a lot out of the car. Against the other guys I struggled on road courses, street courses I was better, but on the ovals I always felt I had the upper hand.

"It was a really good race, which didn't start so great because at a restart we all went, then

checked up and Simona [de Silvestro] never braked and hit me. I thought we were out of the race! When I stopped, the only damage was on the tail. We were lucky that she hit me hard enough that pieces of my car were all over the track, which lengthened the caution!

"We restarted from the back and came through little by little. It's a long race, you've just got to keep putting yourself in good positions. I remember getting up to Helio in seventh and

thinking, 'This is going to get harder to pass people now', but I kept being patient. I only made one mistake, trying to pass [Scott] Dixon I went too low and touched the apron, but I saved it – I dunno how!

"Once I got Dixon and Power I thought, 'Should I wait or should I go?' and decided, 'Just lead'. I'd rather lose the lead on the last lap than wait only for the caution to come out. That was kinda my gamble."



2019 IMSA TITLE IN PENSKE-RUN ACURA

Three race wins with team-mate
Dane Cameron

“Winning for Roger, again! This time a championship with Acura. In the first year, as a team, we didn’t do a good enough job. The sister car won some races, but we didn’t, and the second year was when it all came together.

“We started the season really badly, we had an engine issue in the Rolex 24 at Daytona, and we started on pole at Sebring but we had really wrong tyre pressures for the rain, then the steering wheel failed, and the real-time telemetry failed – so we felt out of it after the first two races.

“Week after week we just worked so hard on the consistency, so even when we were bad we were on the podium. Then we started winning, got a really good run going, so when we got to Petit Le Mans we just had to finish – there was no need to win that race. And the Balance of Performance was way against us there: the Cadillac could run every lap of the race like qualifying!

“We were just happy to be there, we waited for other people to make mistakes, stayed on the lead lap and did what we needed to do to win the title. We were smart.”

LE MANS 24 HOURS DEBUT IN 2018

Chasing the triple crown in the world’s biggest 24-hour race

“With Zak [Brown], Richard [Dean], United Autosports and the Ligier. Oh my God, I had a blast racing for those guys... but that race was so painful – even though we got a podium out of it! If we were in an ORECA like the others, for sure we should have won the race. Easily! It was so frustrating because it’s an amazing operation they have, a great team, but the engineer had worked for Ligier and he defended the car like it was a

baby. I was telling them I’ve driven the ORECA, I’d driven it at Petit Le Mans for Penske, and it just felt like there was something wrong with this car.

“It was difficult and unpredictable, and the engineer was telling me I’m driving it wrong, and that really, *really* gets on my nerves. I might not be driving it perfectly, but I’ve got enough experience to know when something is wrong. On the morning of the race, we made some changes.

And then we were miles ahead of the sister car.

“A bit like Indy, I never thought that much of Le Mans. For me, it’s not about the triple crown so much, but I’d *really* like to win Le Mans. And the ORECA I’m racing now, with DragonSpeed, is so much fun to drive, I really enjoy it.”

It’s worth noting that, since we spoke, Montoya has won the Pro-Am LMP2 class at Le Mans with DragonSpeed, so the story continues.





GOODWOOD

The Revival is back for the first time since 2019, with all the usual races and demos

10 REASONS TO GO TO THE REVIVAL'S REVIVAL

Ten reasons to get excited about this weekend's Goodwood Revival Meeting, the 23rd in a series that transports fans to a bygone era of motorsport

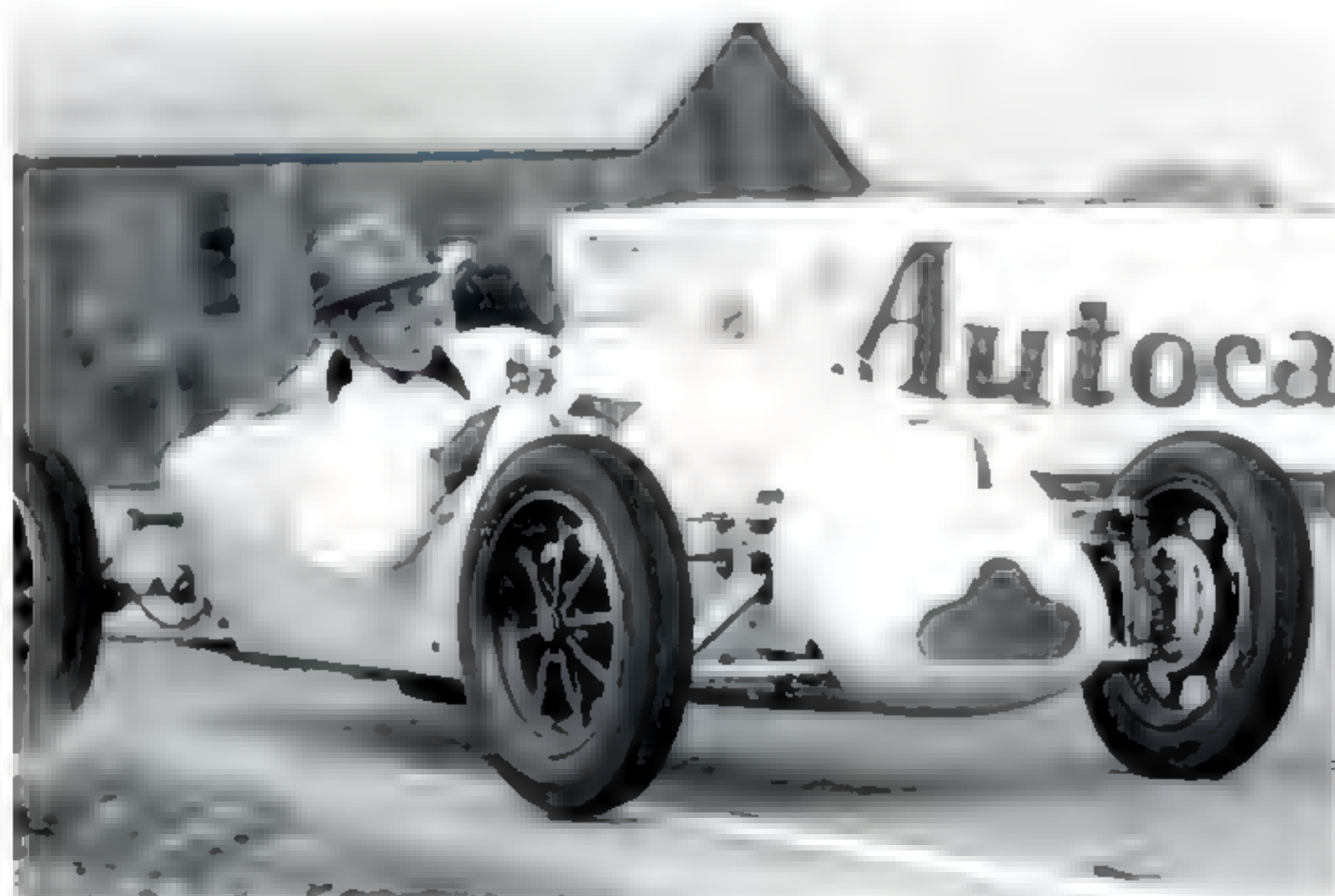
MARCUS PYE

PHOTOGRAPHY  **motorsport
IMAGES**

1. The Motor Circuit's 73rd birthday

If absence makes the heart grow fonder, a two-year wait since the last Goodwood Revival should heighten enthusiasts' appreciation of this weekend's return to the hallowed motor circuit. Elements of the event, first run in 1998, and the freer-ranged Members' Meeting were dovetailed to form SpeedWeek last October, which kept the brand alive via live-streaming at the end of a COVID-ravaged season. This, however, is the real deal once more, with competitors from around the world colouring the party.

As ever, there will be much to enjoy over three action-packed days at a rather smarter version of the venue that launched Stirling Moss's racing career on 18 September 1948 – Saturday is the 73rd anniversary of that day – and effectively ended it on Easter Monday 1962. Sir Stirling was a wonderful supporter of the Revival, and his spirit lives on within it. The 2021 edition will look a bit different, with fewer spectators, but it's going to be sensory overload throughout.



2. Prancing Horses remember Moss

Stirling Moss won more races than anybody else at Goodwood, including four RAC Tourist Trophy enduros, the last two in 1960 and 1961 in Ferrari 250 GT Berlinettas entered by Rob Walker and Dick Wilkins. There hasn't been a Revival since the maestro's passing last April, aged 90, so Friday evening's pre-1963 GT race will be a poignant tribute.

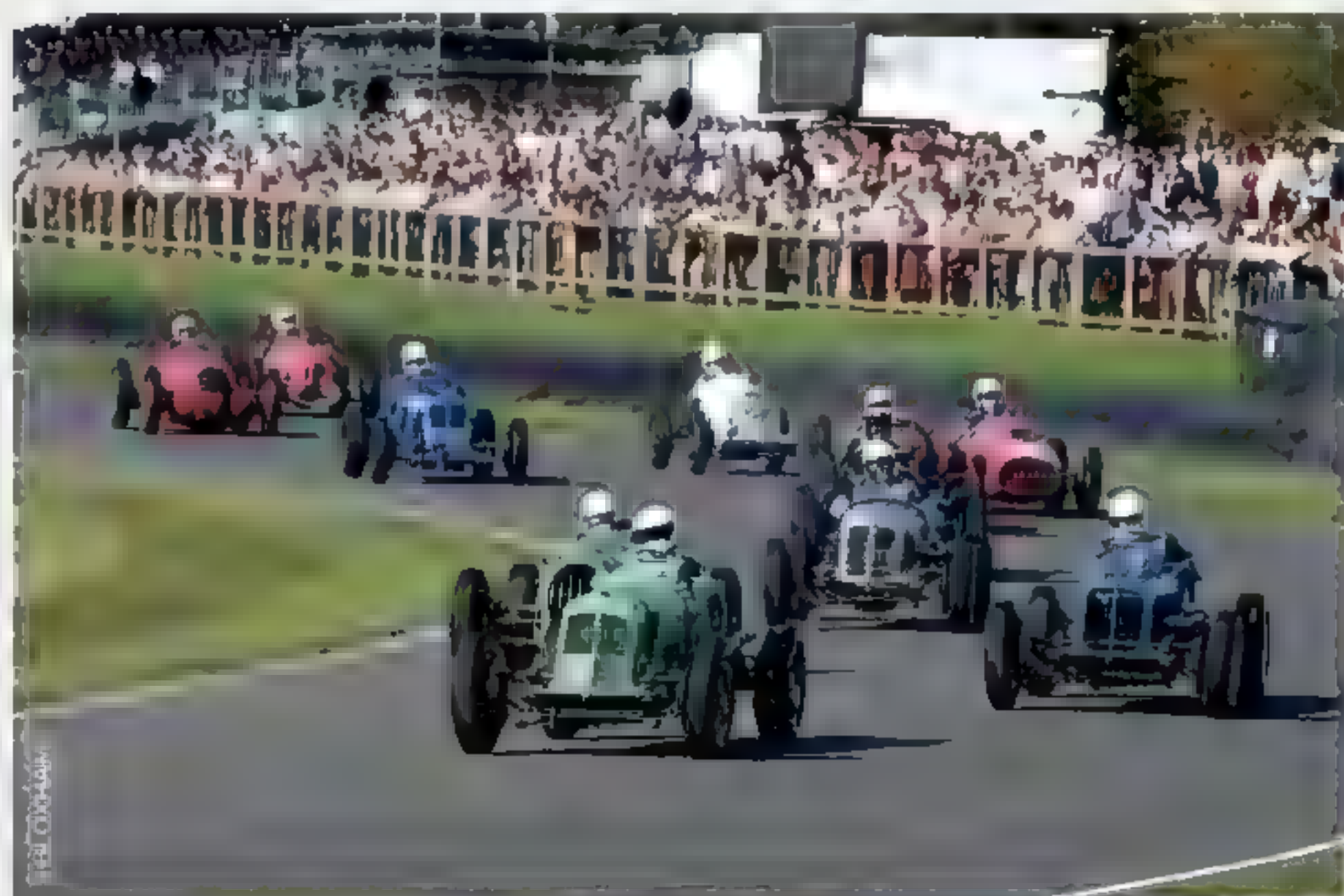
Seven fabulous V12-engined SWB and Competizione models form the best Prancing Horse stable assembled in many years. David Hart/Nicky Pastorelli, John Hugenholtz/Jochen Mass and Vincent Gaye/Joe Twyman are the strongest driver line-ups, but the going will be tough in the face of superlative opposition.

Jenson Button makes his Historic racing debut with GT team partner Alex Buncombe in Bob Neville's Jaguar E-type. Martin and Alex Brundle also represent the Coventry marque, as do Phil Keen/Jon Minshaw and James Cottingham/Harvey Stanley. Wolfgang Friedrichs/Simon Hadfield, Sam Hancock and Adrian Willmott saddle Aston Martin DB4 GTs.

3. ERAs star in Festival of Britain race

No fewer than nine of the 17 voiturettes built by Raymond Mays and Peter Berthon's English Racing Automobiles in Bourne in the 1930s, plus E-type GP1, take centre stage in Saturday's early single-seater race. Named for the 1951 Festival of Britain – a celebration of the excellence of science and technology propagating the green shoots of growth as the nation emerged from wartime austerity – it showcases cars that competed at Goodwood's opening day, or of a period type.

Driven by Peter Walker, John Bolster (subsequently of Autosport fame), and Graham Whitehead, ERA R7B, R11B and R10B finished second, third and seventh in 1948, behind Dennis Poore's Alfa Romeo 8C/35. Owners Julian Wilton, David Morris and Paddins Dowling exercise them this time. Mark Gillies in Dick Skipworth's ERA R3A starts favourite in a field that includes American Peter Greenfield's Alfa Romeo 158 'Alfetta', a host of Maseratis, Talbot-Lago T26Cs, a Ferrari 340 and Ian Baxter's fast Alta 61 IS.



4. Brundle joins mighty Mini mania

Martin Brundle, who is thoroughly enjoying his historic racing in the company of son Alex, will race a Mini for the first time in the (Sir) John Whitmore Trophy race, remembering the 1961 British Saloon Car champion. The racer-turned-TV commentator is one of 30 combatants in what is bound to be a frenetic Mini Cooper S showdown, featuring what Goodwood is describing as “one of the most illustrious grids ever assembled”.

Inspired by the Betty Richmond Trophy race at the 2019 Members' Meeting, Saturday's 45-minute double-driver race ramps the stakes up even higher with an all-star cast of touring car stars, Le Mans winners and Mini specialists. Brendon Hartley, Eric Helary, Karun Chandhok and Jean-Eric Vergne are among those joining the fray, alongside Sir Chris Hoy. Any team that beats Andy Jordan/Nick Swift will have earned its spoils, although Nick Padmore – partnered by Rob Huff – ran BMC A Series engine guru Swift close last time.



5. Middlehurst aims for seven

Formula 1 cars of the 1961-65 era were the quickest projectiles around Goodwood's 2.4-mile circuit in its contemporary heyday. The screaming V8s at the Glover Trophy pack's sharp end thus evoke memories of Jim Clark (Lotus 25) and Jackie Stewart (BRM P261), who shared the outright record.

Andy Middlehurst's Revival run is remarkable, emulating his hero Clark's in John Bowers' 25. Although its Climax FWMV V8 engine has required work of late, Middlehurst could land his seventh victory if it's on song. Nick Fennell's sister car and Joe Colasacco's flat-12 Ferrari may have a say, as could Michael O'Brien – last year's SpeedWeek winner – who switches to Alan Baillie's Lotus-BRM 24. American James King (ex-Dan Gurney Brabham BT7) and Richard Wilson (ex-Bruce McLaren Cooper T60) also enjoy Climax V8 power, while the evergreen Richard Attwood and Andrew Wareing run their BRM P261s. Mark Shaw and Dan Collins (ex-Clark and Innes Ireland Lotus 21s) head the four-cylinder brigade.

REVIVAL TIMETABLE – RACES IN BOLD (NO P13)

FRIDAY 17 SEPTEMBER

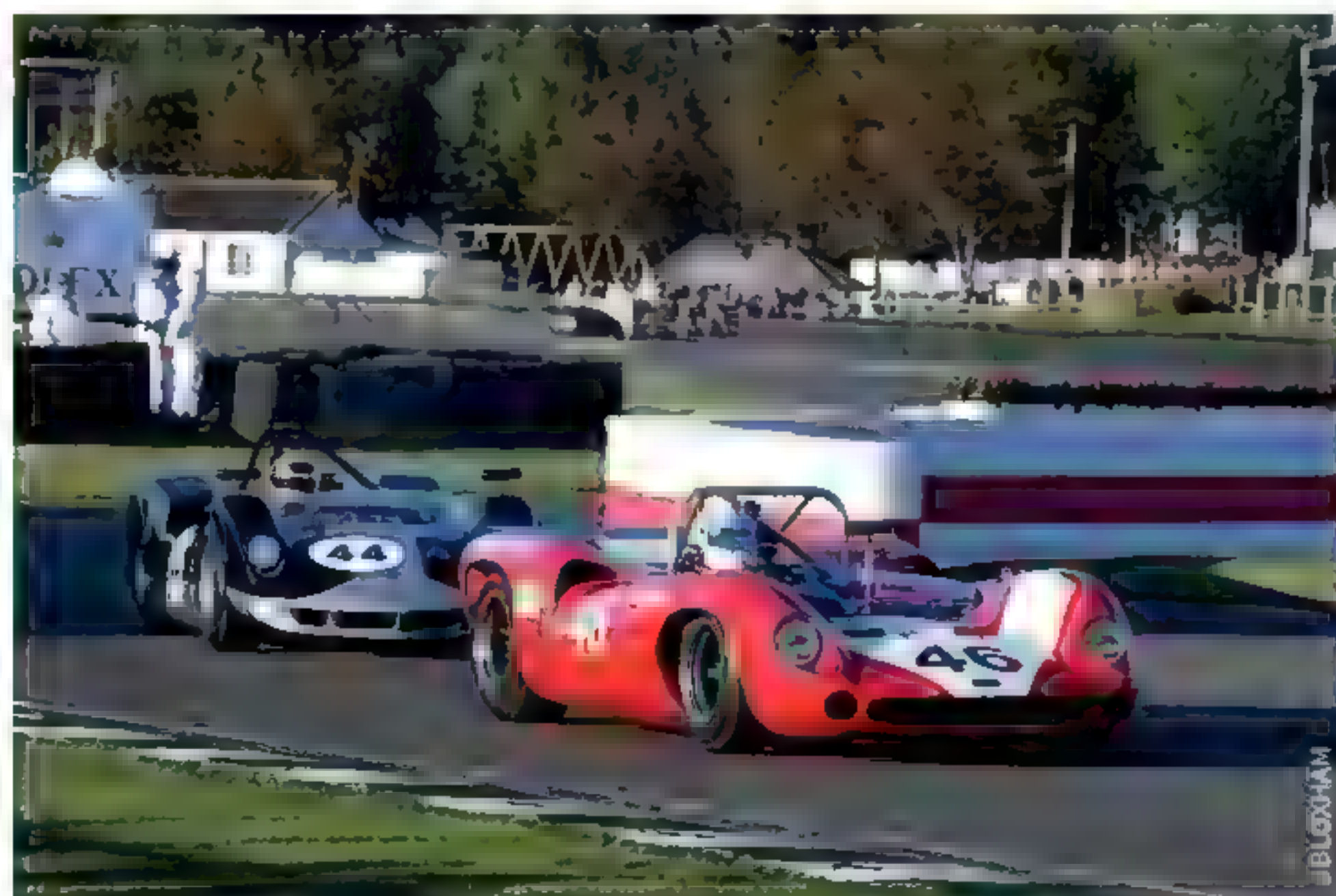
0920	Official practice
1220	Sir Stirling Moss Tribute
1245	Official practice
1550	BRM Celebration
1620	Official practice
1820	R1: Stirling Moss Memorial Trophy

SATURDAY 18 SEPTEMBER

0900	Official practice
0945	R2: Festival of Britain Trophy
1040	Settrington Cup Austin J40s
1100	R3: Barry Sheene Memorial Trophy
1150	R4: John Whitmore Trophy
1325	Sir Stirling Moss Tribute
1410	R5: Glover Trophy
1450	Official practice RAC TT Celebration
1530	BRM Celebration
1610	R6: St Mary's Trophy – part 1
1700	R7: Whitsun Trophy
1750	R8: Sussex Trophy

SUNDAY 19 SEPTEMBER

0900	R9: Chichester Cup
0945	R10: Barry Sheene Memorial Trophy
1025	Settrington Cup Austin J40s
1130	R11: Richmond Trophy
1220	R12: Brooklands Trophy
1400	Sir Stirling Moss Tribute
1430	R14: RAC Tourist Trophy Celebration
1555	R15: St Mary's Trophy – part 2
1640	BRM Celebration
1720	R16: Freddie March Memorial Trophy



6. Sports-racers through golden ages

Sportscar racing's history from the 1950s is traced by three grids. The Freddie March Memorial Trophy retrospective of Goodwood's three nine-hour races renews Aston Martin DB3S and Jaguar C-type rivalry, but David Hart's Maserati 300S or Steve Boulton Brooks's early D-type could outgun them on Sunday. Oliver Bryant and Roger Wills (Lotus 15s) and Sam Hancock (Ferrari 246S Dino) will bank on outhandling later D-types, grunting Listers, Tojeiro and Sadler-equipped rivals in Saturday's Sussex Trophy 'World Championship TT' finale.

Saturday's Whitsun Trophy gathers a pre-1966 field powered by Chevrolet, Ford, Maserati and Oldsmobile V8s. Sam Hancock and Miles Griffiths join Ford boss Jim Farley in GT40s chasing Mike Whitaker and Tony Sinclair (Lola T70s). Phil Keen (Lotus 30), Mark Shaw (McLaren M1A), Chris Jolly (Cooper T61M), Dominik Jackson (Crossle C5S) and Karl Jones (Attila) add depth to the mix.

7. Formula Junior school sports day

For sheer variety of machinery you won't get wider than the Chichester Cup Formula Junior field, which this year reverts to its front-engined roots. Curated by FJHRA supremo Duncan Rabagliati and his daughter Sarah, it does not seek to replicate a period pack, but celebrates the gamut of marques that interpreted the regulations promulgated by Count Johnny Lurani for the 1958 season.

From Great Britain come Alexis, Condor, Elva, Gemini, Lola, Nike, Rayberg (built by a Swede incorporating Cooper parts), Elva-offshoot Scorpion, Terrier and U2. There's the Canadian Autosport (powered by a Triumph Herald engine); German Mitter-DKW; Italian Bandini, Faranda, OSCA, Stanguellini, Taraschi and Volpini; American BMC Huffaker and Dolphin; and Australian Nota.

Expect Andrew Hibberd and American Tim de Silva (Lola Mk2s), Chris Drake (ex-Brian Hart Terrier), Ray Mallock and Will Mitcham (U2 Mk2s), Stuart Roach (Alexis Mk2) and Italian-American Joe Colasacco (Stanguellini-Fiat) to make the running, with local man Alex Morton (Condor) snapping at their heels.



8. Reliving Brooklands' past glories

Always one of the Revival's most exciting spectacles, the Brooklands Trophy turns the spotlight on Hugh Locke King's mighty Surrey speedbowl, on which event host the Duke of Richmond and Gordon's grandfather won the 1931 Double Twelve driving an MG. Freddie March subsequently established motorsport at Goodwood by hosting the estate's inaugural hillclimb, then, post-WW2, invited the BARC to run race meetings on the decommissioned RAF Westhampnett aerodrome – as it still does.

The diversity of machinery is unparalleled, from lightweight chain-driven Frazer Nashes through sublime Alfa Romeos to a 4.5-litre Blower Bentley. Expect giant-slaying antics from extroverts Patrick Blakeney-Edwards and Mini ace Nick Swift in the former's FN saloon 'Owlet' in what should be a very open race. Gareth Burnett/Michael 'Barry' Birch (Talbot AV105), Julian Majzub/Duncan Ricketts (Maserati T26M) and Rupert Clevely/Jochen Mass (Alfa Romeo 8C 2300 Monza) will be factors too.

9. TT thunder strikes on Sunday

The hairs on the back of the neck stand up amid the crescendo of engine revs as the starter drops the Union Jack to unleash the pre-1966 GT cars for the Royal Automobile Club Tourist Trophy Celebration, centrepiece of Sunday's race programme. Wherever you are watching – seated in a grandstand, at trackside or at home on a streamed channel – those first few laps as the order begins to settle are dramatic.

The field is peppered with Le Mans winners spanning four decades, from local hero Derek Bell – a period Goodwood star who first won the world's greatest sportscar race in 1975 – through Jochen Mass, Martin Brundle, Emanuele Pirro, David Brabham, Romain Dumas, Marcel Fassler, Andre Lotterer and Benoit Treluyer to Neel Jani. Touring car superstars Andy Priaulx, Steve Soper and Matt Neal are competing too, as is 2009 F1 world champion Jenson Button (AC Cobra). Maybe Olly Bryant's luck will turn with Darren Turner in the family Cobra this year...



10. Moss, BRM and Hot Rods

From a cavalcade of stunning Hot Rods, to a Victory Parade on Sunday – a military extravaganza recognising local service people's contribution to the WW2 effort – the Revival will as always focus on racing's heroes. On what would have been his 92nd birthday, Stirling Moss's career will be highlighted with a broad spectrum of the cars he raced and rallied. The homage will be repeated on Saturday and Sunday, so nobody will miss out. Also appearing on all three days by courtesy of event partner Motul is a history of British Racing Motors pageant covering the marque's chequered history, with grand prix cars from V16 to P201 demonstrated on track.

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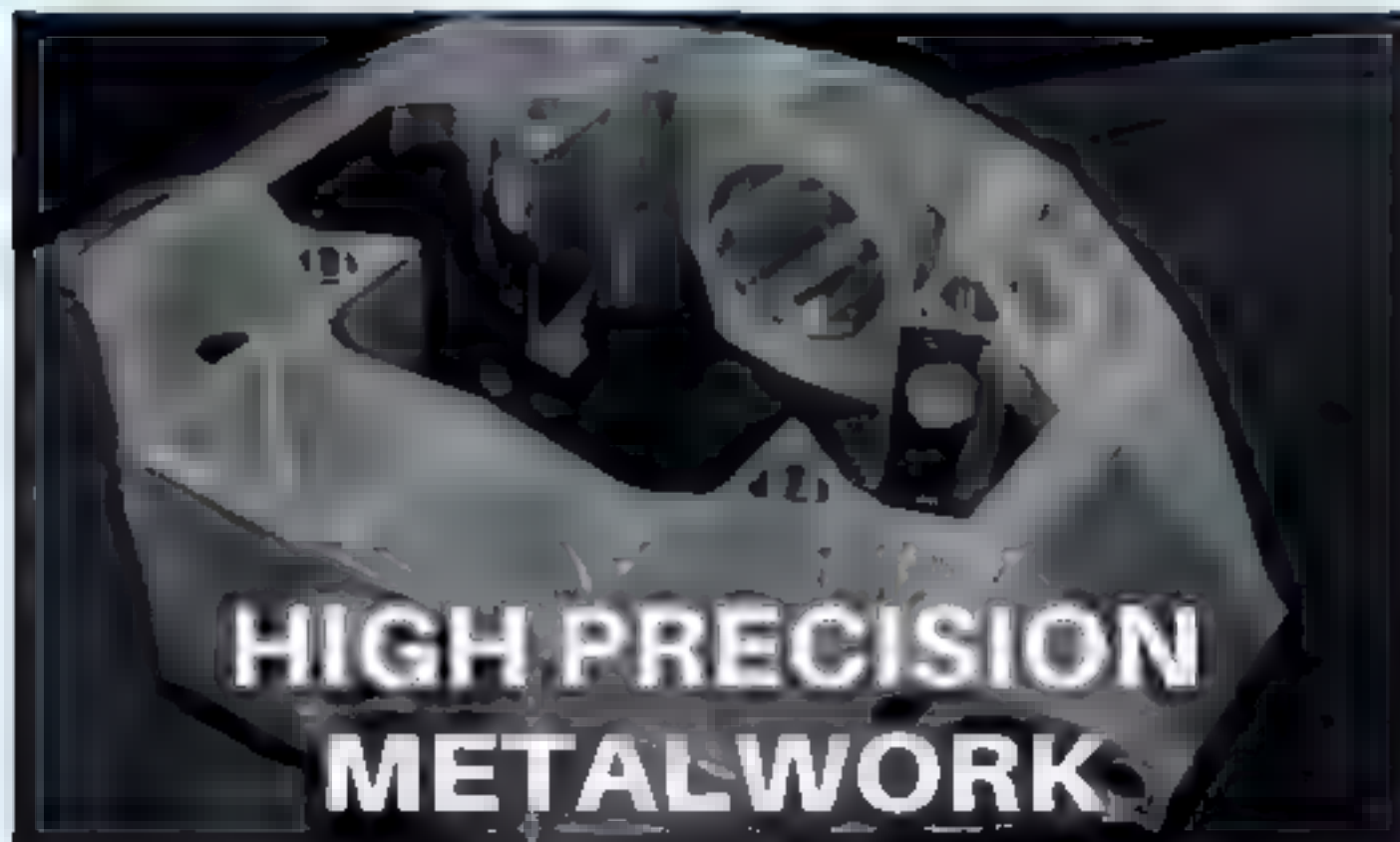
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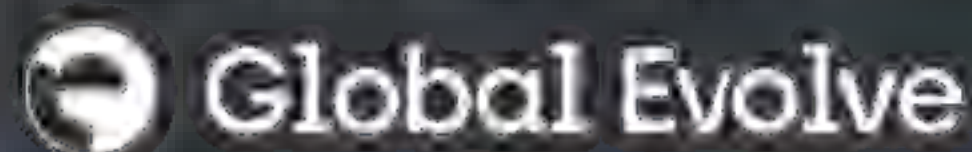
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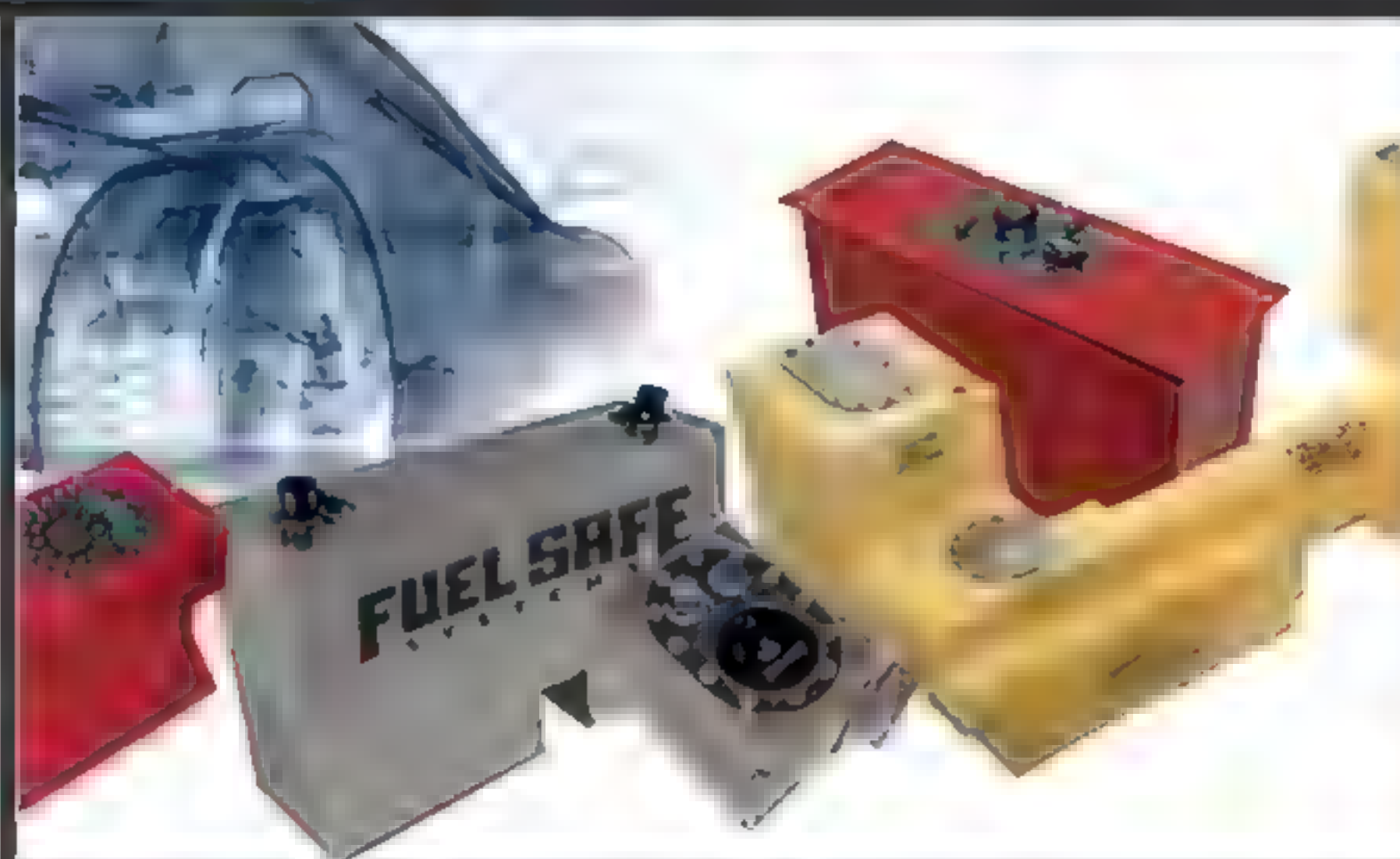
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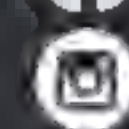
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GB3 O'Sullivan on the brink of sealing crown

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Guest pair's British GT RAM raid at Oulton Park

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triumph as Burns and
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STARS SIGN UP FOR MINI CONTEST

GOODWOOD REVIVAL

Ten winners of the Le Mans 24 Hours are among a star-studded entry list for the Mini Cooper race at this weekend's Goodwood Revival.

The contest is celebrating 60 years since the launch of the Cooper version of the classic machine, and is named the Sir John Whitmore Trophy in honour of the driver who won the British Saloon Car Championship in a Mini in 1961.

Many of the Le Mans drivers set to take part are Goodwood regulars, including Emanuele Pirro, Andre Lotterer, Marcel Fassler, Benoit Treluyer, Brendon Hartley

and Romain Dumas, all multiple winners of the endurance classic.

Also due to compete are one-time Le Mans victors Martin Brundle, David Brabham, Neel Jani and Jochen Mass, giving a combined total of 22 overall wins represented on the grid.

Other big names on the Mini roster are tin-top aces Steve Soper, Andy Priaulx, Matt Neal, Rob Huff, Andrew Jordan, Anthony Reid, Mat Jackson and Patrick Watts, plus ex-Formula 1 driver Karun Chandhok and GT racing stars Jonny Adam and Darren Turner.

Double Formula E champion Jean-Eric Vergne is also due to make

his Revival debut in the race, while Brundle will be competing against his European Le Mans Series-winning son Alex.

Olympic cycling legend Sir Chris Hoy and AC/DC frontman Brian Johnson are among the famous faces competing in the two-driver, 45-minute race on Saturday morning.

Goodwood has described the entry as "one of our most illustrious ever grids". Partnering the stars from the world of international motorsport are a host of Mini specialists, including Nick Swift, Nick Padmore, Ian Curley, Bill Sollis, Jonathan Lewis and Endaf Owens.

One-off Ginetta F3 car gets back on track

HISTORICS

The one-off Ginetta G8 Formula 3 car built in 1963 and raced in 1964 is back on track after a painstaking rebuild by Bill Cowing.

The one-litre car managed one race at the end of last season, which was its first time on track for 56 years, and reappeared at the

Oulton Park Gold Cup at the end of last month following more work.

It was run by the Ginetta factory in 1964 but didn't get fully developed and was put away before the end of the season. It retains the original fibreglass monocoque, and the rebuild has taken 18 months. It runs a rare one-litre Martin side-



draught engine built by Ted Martin in period.

"The car was never developed in its day, but it has big potential," said Cowing. "We've now got a new rollhoop designed by

Formula Ford racer Danny Stanzl fitted since it's run at Mallory last autumn. I bought 19 boxes of bits and a tub! It's the only one ever built."

PAUL LAWRENCE

Teams consider move into new GB4 series

GB4

Leading Formula Ford 1600 squad Kevin Mills Racing is among the teams to show interest in the new GB4 Championship but single-seater powerhouse Carlin is not planning to enter.

MotorSport Vision, organiser of the recently renamed GB3 Championship, announced it would be launching a new entry-level series next year aimed at bringing young drivers onto the single-seater ladder at an affordable price point.

GB4 will use the pre-existing Tatuus F4-T014 chassis and costs for a driver are estimated to be between £120,000-£150,000 per year, with £50,000 going to the inaugural champion.

The new category will join GB3 in appearing at British GT meetings, helping to keep costs down while encouraging existing teams to enter cars in both series.

Hillspeed has become the first team to commit to running cars in GB4, with Arden and Fortec among the other teams evaluating an entry, but Carlin insists that it will not be joining.

Carlin GB3 team manager Sam Waple



said: "Our stance on it is that we don't think it's worth doing. We feel it conflicts too heavily with [British] F4, and the market will be saturated for that level of driver, and for that budget.

"We won't be entering, and it's a backward step with regards to safety, buying cars that are effectively out of life and trying to race them with 15 year-olds. We'd rather see the move forward with having halo cars, so we are not backing it."

The new series could attract teams from outside GB3 with FF1600 frontrunner KMR considering a move into GB4.

"For a team like ours, I would be more than interested to look into it," said team owner Kevin Mills at Oulton Park, where the National Formula Ford Championship was on the British GT support bill.

"We couldn't compete in GB3 with those type of teams, the infrastructure and the money, we couldn't just go into that. But, perhaps something a little bit less money, and maybe not having to go up against Carlin if they don't do it, it might be an option for [FF1600 teams] to think about running a couple of cars."

STEVE WHITFIELD & STEFAN MACKLEY

Browning impresses on GB3 one-off

GB3

Reigning British Formula 4 champion Luke Browning shone during a one-off appearance for Fortec Motorsport in GB3 at Oulton Park.

Browning, who has competed for US Racing in both ADAC and Italian F4 this year, was reunited with the team that took him to the British F4 crown last season.

After qualifying on the front-row for the first two

races, Browning battled Zak O'Sullivan for the lead in both. He lost second in race one after his car failed scrutineering, but took victory in dramatic circumstances in the second encounter, despite incidents with O'Sullivan and Fortec team-mate Roberto Faria as the race ended under red flags.

"It's been amazing," reflected Browning. "In qualifying we showed our pace, we lost 0.25s on the last lap, so should have been on pole. In race one, the

pace was great and I wanted to get past Zak [O'Sullivan] straight away. It didn't quite work out but even so we followed him round.

"Race two was carnage, but luckily enough for me it worked in my favour."

Browning's focus for the remainder of the year will be on ADAC F4, where he currently sits fifth in the points, but is unsure of his plans for next year with budget being a factor.

"I'm not sure how many



rounds I'll do of Italian F4 yet but for sure I'll finish off ADAC F4 and looking forward to that," he added.

STEVE WHITFIELD

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Caroline to contest British GT finale with Speedworks Toyota

BRITISH GT

Jamie Caroline will continue in the Speedworks Motorsport Toyota GR Supra GT4 at the final round of the British GT championship next month, having impressed team boss Christian Dick on his category return at Oulton Park.

The 2020 GT4 champion, who has spent this season racing a Mercedes in European GT4, replaced Scott McKenna due to what the team described as “unforeseen personal circumstances”, but impressed on his first time in the car by clocking the second quickest time in qualifying for race two.

After the Pro-Am entry he shared with John Ferguson was delayed in race one by a 10-second stop/go penalty for tagging Dave Whitmore’s Mercedes at Old Hall, Caroline took the lead around the outside of poleman Darren Turner in the wet second

race and had built a five-second margin before the safety car arrived shortly before the pit window, scuppering his advantage. The pair finished 10th in GT4.

Dick said he was “blown away” by Caroline’s performance and confirmed he will again partner Ferguson at the Donington Park finale on 16-17 October.

“From the second he got in the car, he was quick, but he went about business in a very methodical way, which I really liked,” said Dick.

“He gave very clear feedback and obviously wasn’t slow on-track. To have the commitment and the sensitivity to go around the outside of Darren at Turn 1 and then disappear down the road was pretty stunning really. It was really good to see how close to the edge he could go and still be really comfortable.”

JAMES NEWBOLD



IN THE HEADLINES

BRITISH GT CHAMPIONS

Will Burns and Gus Burton’s GT4 drivers’ title wasn’t the only British GT crown sealed at Oulton Park last weekend. Century Motorsport sealed the GT4 teams’ title, its first since 2018, while Barwell Motorsport successfully defended its GT3 teams’ title – claiming the honour for a third year in a row. Father and son pair Stewart and Lewis Proctor (Balfie McLaren) also wrapped up the GT3 Silver-Am class.

HOWARD’S CHASSIS BLOW

Andrew Howard’s British GT qualifying shunt at Oulton Park required the Beechdean AMR driver to revert to a spare Aston Martin Vantage GT3 chassis that he’d previously raced in 2019. He put his struggles in the races, finishing ninth both times, down to a 10-place grid penalty for race one that left him mired in traffic, and problems switching on the Pirelli wet tyre in race two. He told Autosport that “we’ll do everything we can to be in chassis 22,” the car he has raced all year, for next month’s Donington Park final round.

NEW BRITISH GT CALENDAR

British GT has announced its 2022 calendar, featuring a longer three-hour format for its first trip to Donington Park as part of a seven-event schedule. The season will begin at Oulton Park across the Easter bank holiday, followed by the traditional visits to Silverstone, Donington, Snetterton, Spa, Brands Hatch and a return to Donington.

FERRARI F1 CARS ON SHOW

A number of Ferraris, including six Formula 1 machines driven by drivers including Kimi Raikkonen and Felipe Massa, will be on show at Silverstone for Ferrari Racing Days this weekend. There will also be 16 Ferrari XX cars, including FXXK, FXXK-Evo and 599XX Evo models at the event, which will feature the penultimate round of the Ferrari Challenge UK series.



Compact Cup ace Dailly to Ginettas

GT5 CHALLENGE

Four-time BMW Compact Cup champion Steven Dailly is targeting podium finishes as he makes his Ginetta GT5 Challenge debut in the British Touring Car Championship-supporting rounds at Croft this weekend.

Dailly, who is on target for a fifth consecutive Compact Cup title this season, will take up the drive with Total Control Racing following a clashing commitment for the intended driver.

“It’s been a long time coming,” said Dailly. “It’s something I’ve wanted to do for a long time and I’m really hungry for a good result. I don’t know if it’ll be a one-off. It really

depends on results and what publicity I can generate.

“I need to do something – five years [winning the title in Compact Cup] is too much now. If I can walk away with some good results in the Ginetta this weekend it’s going to give me a little bit of a boost.”

Dailly tested the car at Croft last week and will do so again this Friday ahead of the event.

“I seemed about on the pace with the frontrunners so it’s looking good,” he said. “You’ve got to aim for wins. I’m new to the series so you might think it’s silly to set our targets so high but that’s what I race for.”

MARK PAULSON

Menzies wins hillclimb title an event early

BRITISH HILLCLIMB

Wallace Menzies secured his second British Hillclimb Championship title when the leading contenders tackled the challenging Craigantlet course in Northern Ireland last Saturday.

Menzies' second title, to back up his 2019 crown, was highly probable before the championship headed across the Irish Sea. Sure enough, Menzies delivered two more stunning performances to score maximum points on the closed-road course near Belfast and finally put the title out of reach of his chief rival Alex Summers.

In the first of the two run-offs, Menzies dipped to 39.22s to edge Summers by half a second, while David Uren and Sean Gould were very close behind



Title was assured with another double for Menzies at Craigantlet

Summers in third and fourth.

Later in the day, Menzies went even quicker and got very close to the hill record with a 39.16s climb as a flying challenge from Scott Moran took him up to second in 39.49s, edging Summers back to third by four hundredths of a second. Now, with only two run-offs left at Loton Park at the end of September, Menzies cannot be caught after an exemplary campaign in his Cosworth-powered Gould GR59.

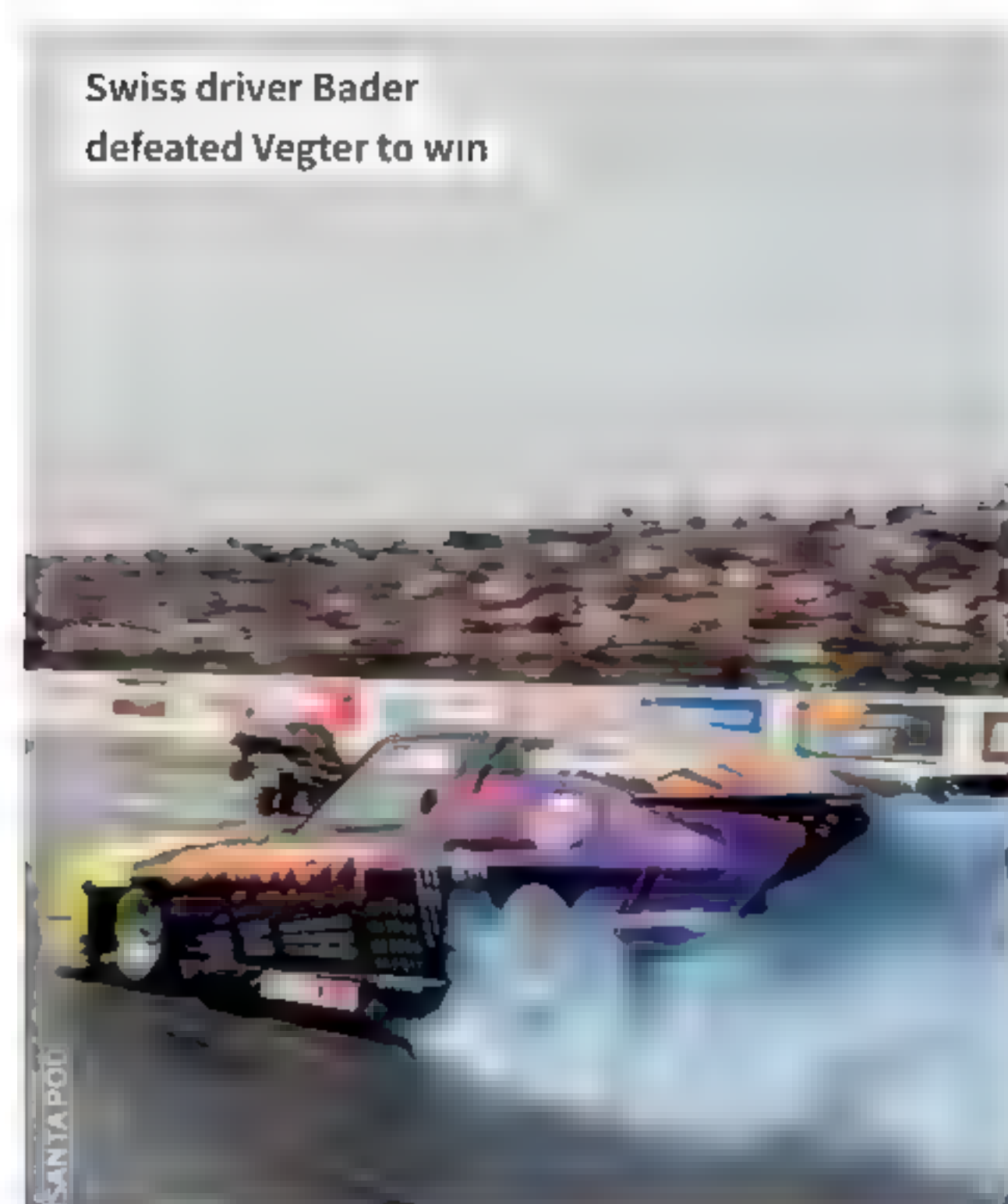
From 25 run-offs so far this season,

Menzies has taken 15 victories, never been off the podium and has been beneath the course record at Gurston Down, Doune, Shelsley Walsh and Prescott. It has been a mighty campaign and he is a worthy champion.

Summers will now end the season runner-up after a great campaign in his DJ Firestorm, while Gould and Moran are settled in third and fourth places in their Gould GR59s.

PAUL LAWRENCE

Overseas drivers star at Santa Pod once again



Swiss driver Bader defeated Vegter to win

DRAG RACING

Overseas competitors returned to the British Drag Racing Championship at Santa Pod last weekend for the first time since COVID-19 struck.

The latest round also featured the unveiling of seven-time champion Andy Robinson's latest Pro Mod creation, a supercharged 1969 Camaro. Its predecessor was last seen in 2018 somersaulting six feet above the finish line.

Another Camaro debuted for Bobby Wallace. He had

spent the last two races crewing sister Annie to final rounds and now the favour was returned.

Robinson missed the qualifying cut, hampered by an electrical fault, but Wallace landed fourth spot with career-best figures of 6.011s/242.41mph.

Nick Davies entered the penultimate round heading the standings by a whisker from Kevin Slyfield. An intriguing opening match against Wallace promised to make or break Slyfield's season. Plagued all weekend by transmission-breaking

tyre shake, Slyfield struck lucky, rattling to a 6.520s win as Wallace fouled away a 6.043s pass with a red-light false start.

Epic semi-finals included formidable Swiss veteran Bruno Bader ousting Nick Davies on a holeshot, 5.920s to Davies's quicker 5.885s, while Dutchman David Vegter (5.851s) swept away Slyfield's 6.215s. In an intense all-overseas final, Bader unloaded fresh personal bests (5.914s/237.78mph) to beat Vegter.

ROBIN JACKSON

ANGELO R. DRIVE

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VSCC to allow newer sportscars to race at events

VSCC

The Vintage Sports-Car Club has amended its eligibility criteria and will now allow post-war road-going sportscars built before 1955 to take part in its events for the first time.

The proposal was recently put to the club's membership and passed with a large majority. Cars such as the Jaguar XK120, Austin-Healey 100M and MG T-type are among those expected to now feature at VSCC meetings from next year. Owners of such cars, which must compete in factory specification and be fitted with drum brakes, are now invited to apply to join the club.

"We are now ready to extend our appeal to certain post-war cars that will compete against each other," said club secretary Tania Brown. "The club remains focused on pre-war cars but we have a long tradition of inviting newer cars



Prior to newer cars being allowed, Richardson's ERA recreation topped Loton Park hillclimb

to compete with us. Welcoming these cars on a more formal basis will enhance our events, especially those cars whose engineering roots can be traced back to the pre-war era."

The club was in action at Loton Park last weekend with Paul Richardson's recreation ERA a double winner. Richardson set the pace on Saturday and went a fraction quicker on Sunday to add another fastest time of the day at 65.44s. Dougal Cawley topped the sportscars with typically attacking climbs in his GN Piglet.

STEPHEN LICKORISH & PAUL LAWRENCE

Scottish club could repeat Cadwell Park away round

SMRC

The Scottish Motor Racing Club may return to Cadwell Park after drivers gave the thumbs-up to the club's away round last weekend.

Four SMRC series were in action and competitors reported enjoying the technical Lincolnshire circuit.

Citroen C1 driver Colin Main had never been to Cadwell before and described the meeting as "an excellent weekend". "Seeing a new track, and how a new track's run" was one of the positives he cited, the SMRC traditionally

staying at its home circuit of Knockhill.

The club's business development manager Rory Bryant echoed the statements made by drivers. "If we were just to judge everybody's expressions when they get out of the car, it's been a success," he said. No firm decisions have been made about a return visit, but Bryant said Cadwell was "definitely in contention", judging by the responses of competitors.

Prior to the COVID-19 pandemic delaying the start of the season, the club had also planned to visit Oulton Park as part of this year's campaign.

RACHEL HARRIS-GARDINER



Change of scenery for SMRC competitors last weekend

IN THE HEADLINES

MG RELAY RACE CANCELLED

The MG Car Club's planned revival of its traditional end-of-season relay race at Snetterton last weekend was cancelled after receiving fewer entries than anticipated. Last staged in 2017, the relay was traditionally a four-hour race held following the conclusion of the club's categories. It had been intended to revive the relay under a new 90-minute format for teams of two or three cars.

BUTLER'S MG TITLE EMOTION

Brian Butler won the Cockshoot Cup for the third time in five years with two class wins in his MGF at Snetterton last weekend, despite a throttle issue. "It's not often I cry but there was a tear in my eye," admitted an emotional Butler. "We've had a horrendous year with family issues, not COVID-related. And then we had nothing but issues all weekend. I'd either got full throttle or nothing. The corners where you just want to feather the throttle there was nothing so I had to give it full beans!"

DIMITROV MOVES TO ARDEN

British Formula 4 race winner Georgi Dimitrov has switched to the Arden squad for the remainder of the season. The Ginetta Junior graduate won the reversed-grid contest at Snetterton for Richardson Racing but, aside from that result, his best finish was 10th. "My main goal is to have fun, and end what has been a rather disappointing season so far on a high note with this fantastic team," said Dimitrov.

IRISH LIVESTREAMING

When the Mondello Park Sports Club took over the promotion of the Irish circuit racing championships, a key focus was to increase coverage – and last weekend the action on Sunday was livestreamed for the first time. "We have more plans going forward and are committed to backing the recovery of the discipline in Ireland," said Mondello Park managing director Roddy Greene.





Onslow-Cole and Tse take maiden British GT win

OULTON PARK
BRITISH GT
11-12 SEPTEMBER

Five cars remain in mathematical contention for the British GT3 title following two eventful one-hour sprints at Oulton Park.

Guesting RAM Racing Mercedes drivers Kevin Tse and Tom Onslow-Cole took a comfortable victory in the opener, the 42-year-old Macanese taking to the undulating Cheshire circuit like a duck to water on his series debut. Michael Igoe and Phil Keen (WPI Lamborghini) then splashed to their first win since the Brands Hatch season opener in the soaking second race.

But the biggest winners were Leo Machitski and Dennis Lind, the Barwell Motorsport Lamborghini pair extending

their championship lead by seven points to 13.5, with 37.5 up for grabs at the finale.

The weekend had started badly for 2006 champion Machitski, who shunted out of FP1 and missed the entire second practice session. Eighth in qualifying for race one wasn't a bad effort, not least because nearest title rival Ian Loggie (RAM Mercedes) was one place behind him. He would gain another position when Beechdean Aston Martin driver Andrew Howard (level on points with Loggie) needed a new chassis following a qualifying shunt of his own, the resulting 10-place grid penalty sending him to the back of the 11-car grid.

With Howard's co-driver Jonny Adam unable to set a lap and also starting race two from last, Beechdean's weekend was thoroughly compromised and would yield

just six points for two ninth places.

Machitski bided his time in the opening stint of race one, keeping a train headed by Loggie at bay, and gained two spots to nab fourth when Morgan Tillbrook spun his Enduro Motorsport McLaren at Cascades, forcing Igoe onto the grass in avoidance.

Up ahead, Tse had caught polesitter Kelvin Fletcher and took the lead on lap 11 when the Paddock Motorsport Bentley had to dodge a GT4 skirmish at Old Hall. Fletcher also lost second to Richard Neary – back after missing Snetterton due to the damage sustained to his Abba Mercedes at Spa – before the pitstops, when he was baulked in traffic exiting Cascades.

The entire GT3 field (barring the delayed Tillbrook) followed Tse in as soon as the pit window opened on lap 14, the top three

OUTRIGHT GT4 CROWN GOES TO BURTON AND BURNS

Century Motorsport BMW pair Will Burns and Gus Burton clinched the GT4 title in style with one round to spare, thanks to taking an unlikely victory in race two.

The pair had earlier finished second in the opening race, Burns taking the lead from polesitter Matt Topham's Newbridge Aston Martin at the start and leading until the pitstops, where a 14-second shorter pitstop for the Pro-Am Aston meant Darren Turner emerged with a healthy margin over Burton's Silver Cup M4. Richard Williams and Sennan Fielding (Steller Audi) completed the podium, Williams having spent the first stint bottled up

behind Will Moore's Mustang, which was sidelined by a starter motor failure during its stop.

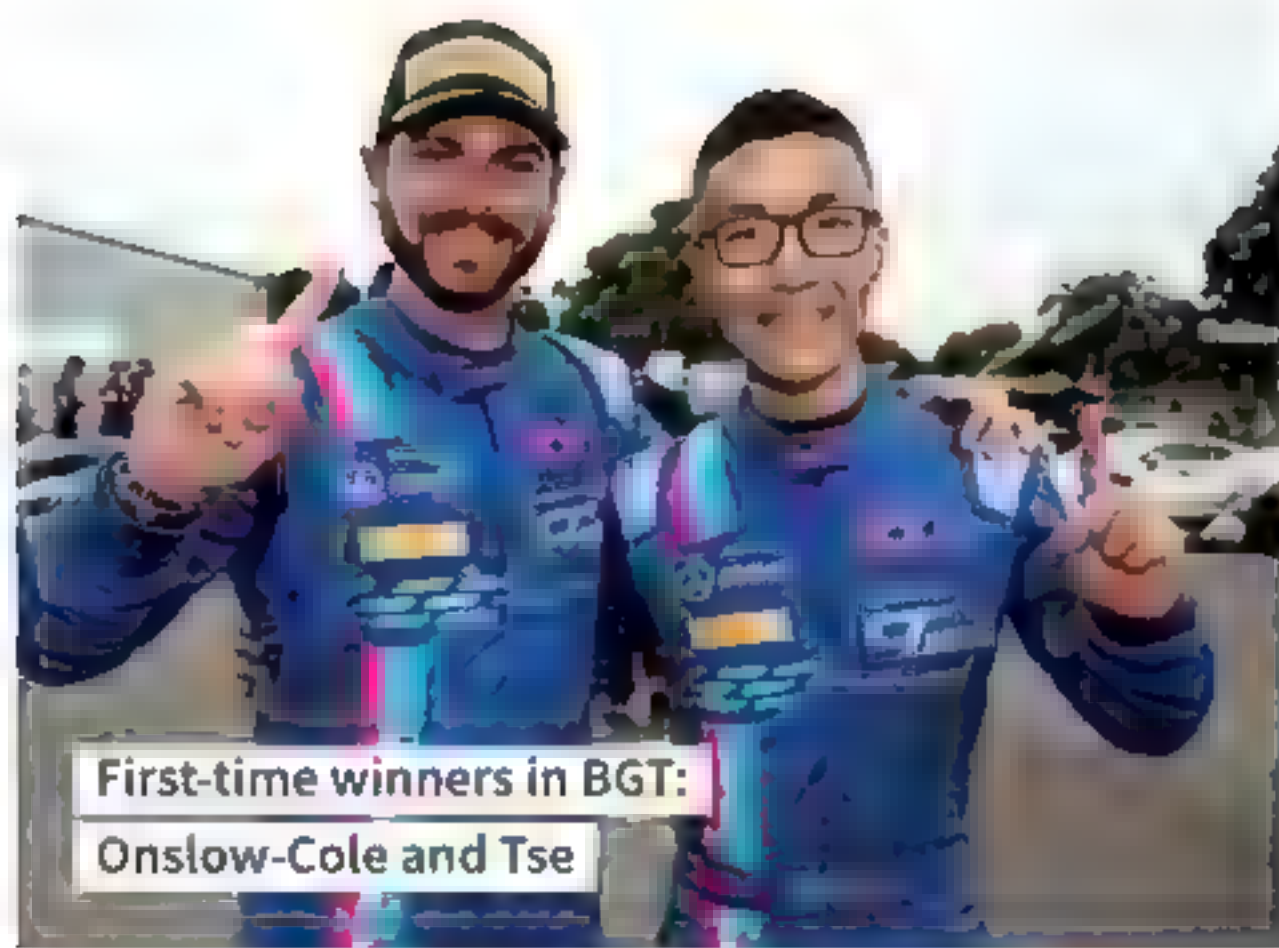
With a seven-second pitstop success penalty for race two, the runaway championship leaders didn't look a strong bet to win, particularly when Burton ran fourth in the opening stint while 2020 champion Jamie Caroline (subbing for Scott McKenna in the Pro-Am Speedworks Toyota) built up a healthy lead over Fielding and Turner.

But Caroline's hard work was dashed when the safety car appeared following Tom Onslow-Cole's off, while Newbridge and Steller blundered by leaving their charges out one lap longer than their competitors, dropping to the

back after completing one extra slow lap in the safety car queue.

Mark Sansom's Ginetta (which ran fifth early on in the hands of Charlie Robertson) was the surprise leader when the race resumed, ahead of fellow amateur John Ferguson (in for Caroline), but they were easy prey for the Silver drivers whose pitstop deficits had been wiped out.

Team Rocket RJN McLaren driver James Kell – in for Jordan Collard – scythed his way to the front, tracked closely by team-mate Michael Benyahia and Burns. But, despite the BMW's heated windscreen not working, Burns was clearly quicker than the pair in front and



First-time winners in BGT:
Onslow-Cole and Tse

emerging in the same order with Onslow-Cole leading Sam Neary and Martin Plowman. Neary briefly challenged, but series returnee Onslow-Cole soon pulled away for a maiden British GT victory.

But with the winning crew ineligible to score, the battle for second was worth the full complement of 25 points. In determined mood, Lind zeroed in on Plowman and took third decisively into Old Hall on lap 21 out of 37. Neary then looked vulnerable to the marauding Dane, but repeatedly repelled his challenges in a superb defensive display, finishing 0.692 seconds ahead.

A five-second success penalty carried over from Snetterton dropped Keen behind race two polesitter Scott Malvern (Team Parker Porsche) in the pits, but he still salvaged fifth place after Plowman was hit with a 30s penalty for repeated track-limits abuse and dropped to 10th.

After a safety-car start due to the poor visibility, Malvern controlled the early stages of race two from Lind and the second Barwell Lamborghini of Sandy Mitchell, who eventually passed his team-mate into Old Hall on lap 11. Keen ran sixth, behind Loggie's co-driver Yelmer Buurman and Marcus Clutton (Enduro McLaren).

An off for Onslow-Cole at the Island Bend on the same tour brought out the safety car and scrambled the order again as RAM got Loggie (whose 10s penalty



Lind/Machitski hold
all the cards for finale

carried over from Snetterton had limited himself and Buurman to seventh in race one) out in the lead. But, having been pushed out of his pit stall early, Loggie had to slow dramatically before crossing the timing beam in order to meet the minimum pitstop time, which is against the rules. He was therefore hit with a drivethrough penalty, dropping him back to sixth.

Igoe thus led from Mitchell's co-driver Adam Balon, Nick Jones (in for Malvern), Machitski and Neary. But Loggie was on a charge and, after Neary dropped back with an off at Shell Oils, he stormed back to third by passing Machitski and Jones, the Porsche driver also succumbing to Machitski before the flag.

Balon spun by himself at Old Hall starting the final lap, but gathered it up with enough time in hand to hold onto second, while Igoe brought home a victory that puts himself and Keen right back into the title hunt.

Yet the crew holding all the cards heading to the Donington finale is Machitski and Lind, whose fourth place means they have no success penalties hanging over them. With closest challengers Loggie/Buurman set to serve 10s, Igoe/Keen 20s and Balon/Mitchell 15s, the Barwell crew will have a crucial advantage. But, as Mark Lemmer's team well knows, nothing in British GT is ever certain...

JAMES NEWBOLD

WEEKEND WINNERS

GT3

Race 1 (37 laps) 1 Kevin Tse/Tom

Onslow-Cole (Mercedes-AMG); 2 Richard Neary/Sam Neary (Mercedes) +5.077s; 3 Leo Machitski/Dennis Lind (Lamborghini Huracan EVO); 4 Nick Jones/Scott Malvern (Porsche 911); 5 Michael Igoe/Phil Keen (Lamborghini); 6 Adam Balon/Sandy Mitchell (Lamborghini). **Fastest lap** Lind 1m34.888s (102.13mph). **Pole** Kelvin Fletcher (Bentley Continental). **Starters** 11.

Race 2 (30 laps) 1 Keen/Igoe; 2 Mitchell/Balon +11.112s; 3 Yelmer Buurman/Ian Loggie (Mercedes); 4 Lind/Machitski; 5 Malvern/Jones; 6 Marcus Clutton/Morgan Tillbrook (McLaren 720S). FL Clutton 1m45.040s (92.26mph). **P** Malvern. **\$** 11.

Points 1 Machitski/Lind 147; 2 Loggie/Buurman 133.5; 3 Igoe/Keen 130.5; 4 Balon/Mitchell 125.5; 5 Andrew Howard 116.5; 6 Jonny Adam 98.5.

GT4

Race 1 (34 laps) 1 Matt Topham/Darren

Turner (Aston Martin Vantage); 2 Will Burns/Gus Burton (BMW M4) +14.942s; 3 Richard Williams/Sennan Fielding (Audi R8); 4 James Kell/Jordan Collard (McLaren 570S); 5 Mark Sansom/Charlie Robertson (Ginetta G56); 6 Michael Benyahia/Alain Valente (McLaren). **FL** Robertson 1m44.546s (92.69mph). **P** Topham. **\$** 13.

Race 2 (29 laps) 1 Burton/Burns; 2 Collard/Kell +4.281s; 3 Matt Cowley/Will Moore (Ford Mustang); 4 Jack Brown/Ashley Marshall (McLaren); 5 Valente/Benyahia; 6 Katie Milner/Harry Hayek (McLaren). FL Fielding 1m52.622s (86.05mph). **P** Turner. **\$** 12.

Points 1 Burns/Burton 186.5; 2 Kell/Collard 107.5; 3 Chris Salkeld/Andrew Gordon-Colebrooke 101; 4 Topham/Turner 91.5; 5 Moore/Cowley & Williams/Fielding 75.

For full results visit: tsl-timing.com

Benyahia knew it, prompting a clumsy lunge for the lead at Knickerbrook on lap 25. Kell was knocked sideways but somehow kept going, while Burns needed no further invitation to capitalise on Benyahia's loss of momentum to snatch second on the approach to Druids.

Burns then sized up Kell, making the pass stick at Old Hall two laps later before pulling away to a third win of the season. The struggling Benyahia dropped back in the closing laps, falling behind Moore and Jack Brown, who had earlier been taken out of race one at Lodge by the second Century BMW of Andrew Gordon-Colebrooke.

JAMES NEWBOLD



Burton (left) and Burns
celebrate title success

O'Sullivan's wait to be crowned

OULTON PARK
MSVR
11-12 SEPTEMBER

Zak O'Sullivan all but secured the GB3 Championship crown during a highly eventful penultimate round at Oulton Park.

The Carlin driver put in his strongest qualifying performance of the season to secure a double pole, and had been almost half a second clear of the field before series debutant Luke Browning closed the gap to just over 0.1s on his final two laps of the session. Browning tried to wrestle the lead away from his former British Formula 4 rival through the first few corners of the opening race but, after resisting the pressure, O'Sullivan set a series of fastest laps to pull clear and take the win by almost four seconds.

After his car was found to have excessive skid-block wear during post-race scrutineering, Browning was disqualified from second place. That promoted the in-form pair of Ayrton Simmons (Chris Dittmann Racing) and Roberto Faria (Fortec Motorsport) to second and third, while their fellow rival for second in the standings, Christian Mansell, was fifth after sitting on the tail of Bart Horsten throughout.

Browning would enjoy a reversal in fortunes in race two. O'Sullivan led away from pole again, but a better exit out of Old Hall allowed Browning's Fortec car to draw alongside and take the lead on the inside of Cascades. The pair ran nose to



tail in the opening laps, with Faria lurking close behind in third. O'Sullivan eventually went for a move around the outside at Hislops but the gap disappeared, and he ended up spearing into the barriers after taking to the grass.

Faria was left to take the fight to his Fortec team-mate and, when Browning made a poor exit from Lodge, Faria was able to edge ahead as the pair started the penultimate lap. Browning tried to fight back on the inside of Old Hall but both simultaneously ended up off the road, with Faria's race ending in the barriers.

Bart Horsten inherited the lead before the red flags were shown, but the Hitech GP driver would miss out on a maiden series win. Officials reinstated Browning on countback more than an hour after the race,

giving him a victory on his first weekend in GB3. Faria was not classified given he had retired at the time of the red flag, meaning Horsten took second ahead of close pursuers Mansell and Simmons.

Heavy rain greeted the drivers for the final race of the weekend, with Mikkel Grundtvig leading away at the start of the fully-reversed-grid encounter from Roman Bilinski, who made a great start from fourth.

Arden driver Bilinski moved to the front on the inside of Cascades before pulling clear and taking his third victory of the season by over eight seconds from Grundtvig, who scored his third reversed-grid podium of the year. Frederick Lubin finished third — his best result so far — ahead of Javier Sagrera, the pair having passed Sebastian Alvarez late on.



WEEKEND WINNERS

GB3

Race 1 (13 laps) 1 Zak O'Sullivan,

2 Ayrton Simmons +4.415s; 3 Roberto Faria;
4 Bart Horsten; 5 Christian Mansell; 6 Reece
Ushijima. **Fastest lap** O'Sullivan 1m31.421s
(106.00mph). **Pole** O'Sullivan. **Starters** 17.

Race 2 (10 laps) 1 Luke Browning; 2 Horsten
+1.516s; 3 Mansell; 4 Simmons; 5 Ushijima;
6 Frederick Lubin. **FL** Faria 1m31.303s
(106.14mph). **P** O'Sullivan. **\$** 17.

Race 3 (12 laps) 1 Roman Bilinski; 2 Mikkel
Grundtvig +8.150s; 3 Lubin; 4 Javier Sagrera;
5 Sebastian Alvarez; 6 O'Sullivan. **FL** Bilinski
1m43.956s (93.22mph). **P** Grundtvig. **\$** 17.

Points 1 O'Sullivan 454; 2 Simmons 342;
3 Mansell 339; 4 Faria 316; 5 Ushijima 308;
6 Horsten 295.

CATERHAM SEVEN UK

Race 1 Stephen Nuttall

Race 2 James Murphy

NATIONAL FF1600

Races 1 & 2 Alex Walker (Spectrum 011)

Race 3 Chris Middlehurst (Van Diemen LA10)

HERITAGE FF1600

Race 1 Darwin Smith (Van Diemen RF89)

Race 2 Neil Patten (Van Diemen RF89)

For full results visit: tsl-timing.com

O'Sullivan climbed from 16th on the grid to finish sixth, giving him a 112-point championship lead over Simmons, with Mansell three points further behind. While not enough to officially secure him the title, O'Sullivan could be crowned champion before he next sits in the car. With points awarded for positions gained in the reversed-grid race, the potential maximum on offer at the Donington Park finale is dependent on the number of cars that enter.

Stephen Nuttall extended his Caterham Seven UK Championship advantage over Henry Heaton with his fifth victory of the season in the first encounter. After starting on pole, Nuttall held off Heaton and James Murphy early on, after going three-wide out of Old Hall. Gordon Sawyer and William Smith eventually joined the battle, after starting down the order, but the pair collided and dropped out of contention. Nuttall eventually pulled over 2s clear, while Murphy pipped Heaton to second by 0.4s.

After losing the lead to Murphy at the start of race two, Nuttall collided with Heaton at Cascades just past the halfway point, with Heaton crashing into the barriers. The red flags were brought out, with Murphy taking his second victory of the season ahead of Gregory Monks and Jake Swann-Dixon when heavy rain prevented a restart.

STEVE WHITFIELD

FF1600 BACK IN THE LIMELIGHT



Double winner Walker
leads from Esterson

The British Racing & Sports Car Club's National Formula Ford Championship made a rare appearance on the British GT support bill at Oulton Park, and it was well received among the competitors.

The series also enjoyed its largest grid of the season, with several invitational entries from the Northern and Scottish championships part of a 24-car field.

"It's been brilliant," said team owner Kevin Mills. "Lots of people coming and, looking at the cars, for our drivers that have only driven since COVID-19, they are not used to a crowd. It would be great if we could be on it all the time. The connections with the GB3 and GT teams, the drivers are racing underneath the noses of some influential people possibly."

Championship leader Alex Walker echoed the comments of his team boss: "I came from British F4, so it's nice to race in front of some fans again. There's a lot of GT and GB3 teams here; it's great to race in front of them and show what you can do".

Walker certainly did show what he could do by taking two wins in dominant style in his Spectrum to extend his advantage over nearest rivals Max Esterson and Chris Middlehurst heading into next month's final round at Snetterton.

Esterson finished 3.8 seconds behind Walker in race one, after capitalising on a

collision between Middlehurst and Rory Smith to finish second. It was a similar story in race two, with Walker again leading throughout to finish 6.7s clear of Esterson's Low Dempsey Ray, which narrowly held off KMR's Thomas Mills.

Race three provided by far the most drama, with a soaking track shaking up the order. Northern FF1600 regular Jack Wolfenden started from the front in a partially reversed-grid encounter, and led the early stages from Middlehurst, who gained two places off the line, and former British F4 driver Carter Williams. Multiple Formula Ford Festival and Walter Hayes Trophy winner Joey Foster made rapid progress from 16th on the grid to pass Esterson for fourth before a late safety-car intervention.

Middlehurst snatched the lead at the resumption before chaos ensued, with several cars skating off the circuit at Cascades, including Wolfenden, Williams and Foster. While Middlehurst's Van Diemen cruised to victory, Smith took second after a storming drive from 19th on the grid, while Walker passed Esterson for third.

Former W Series driver Megan Gilkes went from 20th to take sixth, ahead of last year's David Leslie Trophy winner Logan Hannah, who ended her first weekend of racing in 2021 with seventh. After securing lucrative backing from British Touring Car Championship team owner Laser Tools, Hannah was pleased just to be back on track with Graham Brunton Racing.

"If you'd asked me three months ago if I'd have been here, the answer would have been no," said Hannah, who was racing at Oulton Park for the first time. "It's a massive step. It's been a vertical learning curve. The last time I raced a car was the Walter Hayes last year."

STEVE WHITFIELD



Walker took two more
wins in National FF1600

Short and Yarrow complete 750MC title quests at Brands



Short (right) just missed out on race-one win to Abbitt, but picked up the MX-5 Cup title

BRANDS HATCH 750MC 11-12 SEPTEMBER

Ben Short and Ryan Yarrow secured their respective MX-5 Cup and Sports 1000 championships on the 750 Motor Club's second visit of the season to Brands Hatch's Indy circuit. As several points leaders hit trouble, other competitors edged closer to titles to be won at Oulton Park, Mallory Park or Snetterton next month.

The 5 Club Racing Mazda promotion was a tale of three Bens, for Abbitt scored his first campaign win on Saturday, Short took Sunday's early stanza, and outgoing

champ Hancy matched Abbitt's feat in the reversed-grid race. When challenger Michael Comber — second in the opener — was beached in the gravel on the rise to Druids in the middle race, marque maestro Short was almost home and dry. Finishing on Hancy's bumper last time out made sure.

Reigning champion Yarrow's task was aided when French title rival Victor Neumann (Mittell MC-53) was pushed from fifth on Saturday's grid. Michael Roots utilised his Mittell's straightline speed to finish 0.24 seconds behind Yarrow's Spire on Saturday. Spiremen Rich Miles (GT3S, from pole) and Sporting Cup class winner Matthew Minett (GT3)

chased them in. Roots outran Miles and Yarrow in the sequel, red-flagged inside a lap when Ian Hutchinson's Spire clonked Jonathan McGill's amidships, splitting its oil cooler. The restart was truncated when Minett's engine grenaded.

James Harridge was quickest in Formula Vee qualifying, but his bid to land back-to-back crowns was hit when his Maverick's engine ran its bearings. Forced to miss Saturday's drama-laced race — won by Dan Hands in the AHS Dominator development car — Harridge fitted a new motor for Sunday and was leading when it blew. "I was gutted," he said, but damage to his aspirations was minimal since the leading lights all had nightmares. Harridge's closest challenger Craig Pollard had been 'meatball' flagged for dropping oil when his Bears GAC slowed exiting Druids in the opener and Peter Belsey (Spyder) couldn't avoid contact.

Both were back out for Sunday's leg, stopped almost immediately when Matt Harbot's Dominator arrived at Druids with its throttle jammed open and was launched over Maurice Gloster's GAC. Harbot escaped injury. After the restart, leader Hands's clutch failed, forcing retirement, and Pollard was summoned in again. Belsey charged home a surprised but delighted winner, over Ian Buxton, Gloster and Andrew Cooper, who was swallowed at the lights but fought back to where he'd started.

Trailing Jack Kingsbury by 17 points

Victory in the opening Sports 1000 contest propelled Yarrow to the crown again



ALL PHOTOGRAPHY: HAWKINS



Cooke took two MR2 wins despite Roadster car change



Hands was denied double win due to clutch woes



Dwane continued his Clio 182 form, bagging two more victories

heading to Kent, Jack Dwane's rich vein of Renault Clio 182 form continued with two consummate victories making it four from five. Kingsbury, Scott Edgar and Jason Pelosi led Saturday's pursuit. With Dwane clear on Sunday, Kingsbury was penalised two seconds for clouting Anglesey winner Josh Larkin's door in a bundle into Druids, which advantaged Larkin's Deranged Motorsport team-mate Pelosi. The imposition dropped Kingsbury to 11th, bringing Dwane even closer going to Snetterton's decider.

Table-topper Peter Bove's quest for a sixth 750 Formula gong were hobbled by his faithful Darvi's mysterious lack of rear-end grip at Druids and Clearways, thus depended heavily on rival Chris Gough's fortunes. Annoyed at throwing his CGR2 into the gravel at Druids on the first lap of Sunday's opener, Gough jostled back from last to fifth and third in the races, in both of which the frustrated Bove placed sixth. Ed Pither won the first, from battling Bill Cowley, who led from seventh, and Mark Glover (Racekits Falcon). When Pither retired from the curtain closer, his PRS overheating, Cowley grabbed gold in the eponymous car originated by his grandad in 1968, from 10-time champ Mick Harris in wife Sue's Darvi.

Centaur drivers Martin Depper and Trefor Slatter claimed Historic 750 Formula honours as Tim Sage (U2-Ford Mk4) threw away a win on the road with a jumped start

— which attracted a 10s penalty — then spun at Clearways in race two. Depper, sans third gear, apologised for rotating Graham Wilson (Time 3B) at Druids as the lead tussle in the latter intensified.

Bidding for a Sport Specials championship hat-trick, Andy Hiley shook off Paul Boyd and Clive Hudson (Eclipses) and title rival Anton Landon (Cyana) in Sunday's opener. Hiley "dropped it" at Druids in race two but, despite "getting scraped on both sides", his Chronos was not mechanically wounded. Boyd and Hudson traded the lead but finished in that order, with Hiley closing and Brian Chandler fourth, hustling a new MEV along.

Martin West and Andrew Tait arrived equal on points in the fight for Locost gold. Two tremendous wins for West — the first by 0.01s, following a perfectly timed lunge past Tait to the line, with David Martin, Greg Smith and Geoff Peek in tow — left their score at five to three, with two rounds remaining. Tom Parker, Peek and Martin separated West from Tait later.

Driving a replacement Rogue Roadster drafted in when his regular car lacked performance in Friday testing, Toyota MR2 championship leader Aaron Cooke repassed the faster-starting Shaun Traynor in both bouts, then left him breathless. "Credit where it's due, Aaron's been phenomenal all weekend," said Traynor, who must now produce something special for Oulton Park's

WEEKEND WINNERS

MX-5 CUP

Race 1 Ben Abbitt

Race 2 Ben Short

Race 3 Ben Hancy

SPORTS 1000

Race 1 Ryan Yarrow (Spire GT3S)

Race 2 Michael Roots (Mittell MC-53)

FORMULA VEE

Race 1 Danny Hands (AHS Dominator Mk2)

Race 2 Peter Belsey (Spyder)

CLIO 182s

Races 1 & 2 Jack Dwane

750 FORMULA

Race 1 Ed Pither (PRS 1b)

Race 2 Bill Cowley (Cowley MkIV)

HISTORIC 750 FORMULA

Race 1 Martin Depper (Centaur Mk14)

Race 2 Trefor Slatter (Centaur Mk11)

SPORT SPECIALS

Race 1 Andy Hiley (Chronos HR1S)

Race 2 Paul Boyd (Eclipse SM1)

LOCOST

Races 1 & 2 Martin West

MR2s

Races 1 & 2 Aaron Cooke (Roadster)

ARMED FORCES RACE CHALLENGE

Races 1 & 2 David Shead (BMW Compact)

116 TROPHY

Lewis Tindall/Alan Corfield

For full results visit: 750mc.co.uk

final arbiters. Cam Walton and Paul Cook, best of the two-litre Mk2 drivers, grabbed a third apiece in frenetic chase packs.

Biggin Hill's David Shead won both Armed Forces Race Challenge sorties in 'Frankenstein', his 3.2-litre M3-engined BMW Compact. The monster emitted a mighty bang, accompanied by an intense flash of white light, at the weekend's first chequer. "It sometimes backfires when happy with its win," explained veteran Shead. Mark White (Honda Civic EP3) and the impressive Jonathan Candler (Peugeot 306) claimed seconds in the races, which featured spirited combat among an interesting miscellany of armament.

Twenty-five BMW E87s populated an entertaining 116 Trophy enduro and, despite fuel valve issues striking frontrunners Tim Crighton and Mark Burton, most of the pack completed the 90 minutes. Lewis Tindall and Alan Corfield beat James Redish by 18s, with Tom Sibley a similar distance behind on the lead lap.

MARCUS PYE

Neaves retains his crown and unbeaten run

SNETTERTON
MGCC
11-12 SEPTEMBER

Ollie Neaves retained his title with a meeting to spare in the MG Car Club's long-running BVC8 Championship as he remained unbeaten in 2021.

Polesitter Neaves was passed by Neil Fowler's similar B GTV8 exiting the Wilson hairpin at the start of the first race, but spectacularly regained the lead around the outside of Coram on lap two of nine. Fowler was set to maintain the pressure until his challenge was blunted by the loss of third and fourth gears.

"It's a real shame Neil's had gearbox issues because the last couple of races there's been potential for a race-long battle," said Neaves. "We've got slightly different gear ratios so there were parts where he was quicker than me, parts I was quicker. But I was quite a bit quicker through Coram. It was a bit of a brave one – I wasn't sure if it was going to work or not."

With Andy Young losing out to Ben Tovey and Jim Bryan in Class C, Neaves was virtually assured of the title, and he made certain with a 12th win of the year a couple of hours later, while Fowler's gearbox woes left him a distant third behind Russell McCarthy.

After being crowned MG Trophy champion at the previous round, Sam Kirkpatrick chose to focus on Equipe GTS at Snetterton. But the outcome was familiar: he scored another pair



of wins, his first successes at the wheel of the family MGB. Kirkpatrick enjoyed terrific scraps with TVR Grantura runners Rob Cull and Mark Ashworth, forcing mistakes at Oggies and making passes around the outside at Riches. "I had to get creative because those TVRs are fast!" smiled Kirkpatrick. Fellow MGB man Tom Smith split the Granturas on Sunday by passing Ashworth on Coram's outside line.

With Kirkpatrick absent from the MG Trophy, an untroubled Fred Burgess finally took his first wins of the season. He twice led home Doug Cole and Patrick Booth after Robin Walker's first-race mistake at Williams left his and Joe Dalgarno's cars on their roofs. Two closely fought contests in Class B were shared by Tylor Ballard and Fergus Campbell, Campbell claiming the class crown – despite pressure from Jack Chapman and James Dennison –

after Ballard's elimination in a startline shunt in race two.

Cockshoot Cup victories were shared by Keith Egar's K Series-powered MG Midget and the similarly motivated ZR 190 of Ray Collier. After Egar took the opener, clutch trouble eliminated him from the sequel. But Collier – on his first visit to the circuit – still had his hands full fending off a rapid David Morrison in his more standard Midget. Brian Butler retained his overall title with another pair of class wins in his MGF, despite an MAP sensor issue causing a switch-like throttle and a couple of resultant offs.

Two more wins in the MG Cup were sufficient to secure the championship for Mike Williams. His VVC-engined Rover Metro was quick enough through the twisty sections to overcome the power advantage enjoyed by the Rover Tomcats

Willmott (81) battles past Haxton in Equipe Pre-'63/50s contest



WEEKEND WINNERS

BCV8

Races 1 & 2 Ollie Neaves (B GTV8)

EQUIPE GTS

Races 1 & 2 Sam Kirkpatrick (MGB)

MG TROPHY

Races 1 & 2 Fred Burgess (ZR 190)

COCKSHOOT CUP

Race 1 Keith Egar (MG Midget)

Race 2 Ray Collier (MG ZR 190)

MG CUP

Races 1 & 2 Mike Williams (Rover Metro VVC)

EQUIPE PRE-'63/50s

Race 1 James Haxton (Austin-Healey 3000 Mk1)

Race 2 Joe Willmott (Austin-Healey 3000)

EQUIPE LIBRE

Races 1 & 2 Richard Hywel Evans (AC Cobra)

MG METRO CUP

Races 1 & 2 Mark Eales

MORGAN CHALLENGE

Races 1 & 2 Roger Whiteside (+8)

For full results visit: tsl-timing.com

of Richard Buckley and Matt Simpson. They filled the race-one podium, before Simpson benefited from Buckley's exit from the sequel. Morgan Short's MG ZS 180 had the outright pace, but he couldn't find a way past the Tomcats after a poor start from pole in the opener and multiple track-limits contraventions had left him mid-grid for race two.

James Haxton fended off the fast-closing Joe Willmott (Austin-Healey 3000) and Nick Finburgh's Lola Mk1 in his own tiring Healey in Saturday's Equipe Pre-'63/50s thrash, before Snetterton debutant Willmott turned the tables in flamboyant fashion on Sunday.

Richard Hywel Evans took the opportunity to give his mighty AC Cobra a blast around his local circuit in Equipe Libre, and duly powered the CRC Engineering-tended machine to two dominant wins over Rick Willmott (Jaguar E-type) and Robin Ellis's Lotus Elan 26R Shapecraft.

Even having to reinstall an older engine, following a pre-weekend scare, wasn't enough to prevent Metro Cup dominator Mark Eales taking two more commanding successes, along with the championship. Tim Shooter and novice Ben Williams followed him home in the opener, before contact between that pair in race two allowed Phil Goodwin and Dan Willars onto the podium.

MARK PAULSON



FROM AUSTIN TO ATALANTA Peter Blanchett's 1957 RGS Atalanta, powered by an MGA engine, was built by Richard Shattock as one of the earliest cars to have a glassfibre body. After campaigning an Austin A50, Blanchett uncovered the barn find four years ago and restored it to debut at Snetterton last year. "It was a rolling chassis with about seven boxes and some assorted bits of bodywork," said Blanchett. "It's quite heavy, but it's just an interesting old thing. The Equipe 50s series is good for it."



MEMORABLE METRO Resplendent in Computervision livery, Robbie Kenning's Metro evokes memories of Patrick Watts and Robin Brundle in their 1984 British Saloon Car examples, not to mention the 6R4 Group B rally machines. The novice driver only took his ARDS test a few months ago, but qualified third. "There were six original works cars," said Kenning. "The Computervision is one of the better-known ones but it's only like that for this season. Next year's going to be a bit different..."



BRETT ON THE MARK Having missed out by a single point in 2018, Brett Syndercombe secured the Morgan Challenge title by taking a clean sweep of class wins in his 4/4. He had campaigned a +8 and Aero before switching to the four-cylinder model, which develops around 215bhp from its two-litre engine, a few years ago. "I've come close before but you need a bit of luck," said Syndercombe. "I'm happier in this car – we still have to use drum brakes so the handling's tricky but they're good fun."

Minis star as racing returns to Pembrey

**PEMBREY
BARC
11-12 SEPTEMBER**

It was a win each for Andrew Jordan and Endaf Owens in Mini Miglias as car racing returned to Pembrey for the first time in 23 months following the pandemic's impact on Welsh motorsport.

The safety car was out almost straight away in race one, with Jordan leading Owens and Rupert Deeth. From the green flag, Owens piled the pressure on through Spitfires and Dibení, but couldn't prise open Jordan's defence and had to settle for second. Aaron Smith completed the podium, ousting Deeth on the last lap.

The second race was restarted after Thorburn Astin crashed at the Crossing. Deeth had the early lead into Hatchets from Kane Astin and Smith, with Owens and Jordan making it a five-car break. Owens was third as they passed the pits on lap three and was straight onto the tail of the lead duo. He grabbed second into Hatchets and, on the same lap, he led into Honda, sealing his victory. Deeth had managed to hold off Smith for



second until the Esses on the last lap. Smith was through, but they had contact into Honda, both holding station, with Jordan still close in fourth.

Differing strategies featured strongly in both C1 races, which resulted in maiden category victories for both JWB and DANIELEMAX Motorsport. JWB's Matthew Wilson led race one initially in a great battle with DANIELEMAX'S Max Finn and On The Edge's Ryan Edgecumbe. Finn and David Alstadter for CAT DT both then had spells in the lead, but it was far from settled heading into the final 30 minutes.

Finn went back in for DANIELEMAX and

dropped to third behind Alstadter and Nick Beaumont (JWB), but CAT DT had waited for a safety car that never came and was last to make its final pit visit. That stop handed victory to JWB for Beaumont and Wilson, with Finn/Julian Daniel second, while Alstadter/Phil Marsh ended up third.

There was a similar pattern at the start of the second race, with Wilson again battling with Finn and Edgecumbe. Edgecumbe led by over 10 seconds at the first hour from Finn and Wilson, but Weenus Motorsport's James Cannings and Marcus Adams were on top into the final hour.

Some teams completed their stops early,

Cullen strikes twice again to seal the crown

**MONDELLO PARK
MPSC
11-12 SEPTEMBER**

Michael Cullen has dominated the Irish Strykers series thus far in 2021, with six wins from six starts. And, on Saturday, he added two more to his tally at Mondello Park, but only just.

Series returnee Jonathan Taylor started alongside the champion-elect and the pair



had one of the battles of the weekend. After much swapping of places, and even more swapping of paint, Cullen was ahead when it mattered to take a hard-fought win. Taylor missed second gear off the line in race two and Cullen was away to make it eight out of eight, and claim the 2021 title.

Wet qualifying meant Paul O'Connell's mighty GP2 car started well back in the BOSS Ireland class. In dry conditions, he charged through to dominate the opening race. Race two was not quite as easy. Michael Roche held off Sylvie Mullins in the early laps but, when the Formula 1-engined Gould powered past, O'Connell was right there too. A great tussle followed, with Mullins trying everything to hold on. The GP2 car finally forged a way through at Turn 2 to make it a double win.

Fiesta ST champion Alex Denning took a win on his SEAT Supercup debut, while Shane Murphy won race two with Denning second. In the concurrently run Irish Touring Cars, Ulick Burke's supercharged

Honda Integra did the double, fending off a late-race challenge in race two from Stephen Traub's similar car.

Darragh Denning was first across the line on his Fiesta ST debut, but officials deemed contact with Dave Maguire to be unacceptable and the resultant penalty dropped him to seventh, handing champion-elect Graham McDonnell the spoils. Ginetta Junior graduate Jack Byrne impressed with his second win of the year in race two, Kevin Doran not quite getting on terms despite setting a new class record in his efforts.

Aidan Byrne took the Future Classics honours in his Toyota Celica, once penalties were applied, but then fell foul of the officials himself in the second race, handing the win to Paul Flanagan's closely following Renault Clio.

In greasy conditions, Jackie Cochrane eased his V8 Tiger past the well-driven Wolseley Hornet of Steve Griffin and Lotus 7 of Bill Griffin to take another HRCA win. But even a late race-two charge could not



but leader Adams still had to pit twice with 30 minutes remaining. Despite entering the pits on consecutive laps, Adams held on to second, but it was Finn/Daniel's win.

After Jeff Smith shed a front wheel, it was a duel between Connor O'Brien and Spencer Wanstall in the first Mini Se7en race. Wanstall recovered from an earlier grassy off to oust O'Brien from lap 11 of 16, while Ross Billison was a solitary third. O'Brien led the second race from lap two, with Wanstall soon consolidating second. Third was a five-car battle for a while, with Nicholas Croydon-Fowler just edging it from Billison.

Harry Senior fought off an early challenge from Harry Cramer in the first Caterham SigMax/Sigma 150 race to seal another win, and leave his rival duelling with Stephen Clark. Cramer took the runner-up spot by a matter of inches.

It was Senior and Clark duelling again in race two, with Clark making the decisive move at Hatchets on the last tour. After a moment on the first lap at Honda, Cramer fought back to claim third. James McCall had to fight hard to achieve his winning double in the standalone Caterham Sigma 135 contests.

PETER SCHERER



stop son-in-law Gareth Thompson taking the honours in his V8 MGB.

Michael Barrable closed in on the Fiesta Zetec title with a win in race one. He looked set to complete the double, having battled his way to the front, only to be usurped by a charging Ian Fishbourne, who lunged by at 7A to take a popular maiden win.

Reigning Vee champion Anthony Cross made it title number four with a win ahead of Gavin Buckley and Tim Murray, while in the second race — for the Birrane Perpetual Trophy — the red flags flew with a lap to go,

and a delighted Murray was declared the winner after an action-packed battle.

Derek Roddy and Richard Kearney shared the wins in two close-fought, but poorly supported Formula Sheane races, while a pair of Ginetta Junior triumphs for Sean McGovern enabled him to grab the series lead from Se Og Martin.

Gearbox karts made a welcome return to Mondello and Eoin Buckley took a treble win as Jack Irvine and Alan Crossen shared the 125cc wins in three entertaining races.

LEO NULTY

WEEKEND WINNERS

PEMBREY

MINI MIGLIA

Race 1 Andrew Jordan

Race 2 Endaf Owens

C1 RACE SERIES

Race 1 JWB Motorsport
(Matthew Wilson/Nick Beaumont)

Race 2 DANIELEMAX Motorsport
(Max Finn/Julian Daniel)

MINI SE7EN

Race 1 Spencer Wanstall

Race 2 Connor O'Brien

CATERHAM SIGMAX/SIGMA 150

Race 1 Harry Senior

Race 2 Stephen Clark

CATERHAM SIGMA 135

Races 1 & 2 James McCall

WELSH SPORTS & SALOONS

Races 1 & 2 Chris Everill (Ginetta G55 GT4)

HYUNDAI COUPE CUP

Races 1 & 2 Alex Cursley

For full results visit: tsl-timing.com

MONDELLO PARK

IRISH STREETERS

Races 1 & 2 Michael Cullen

FORMULA BOSS IRELAND

Races 1 & 2 Paul O'Connell (Dallara GP2)

IRISH SUPERCARS, SEAT SUPERCUP

IRELAND & IRISH TOURING CARS

Race 1 Alan Watkins (Supercar)

Race 2 Shane Murphy (SEAT)

FIESTA STs

Race 1 Graham McDonnell

Race 2 Jack Byrne

FUTURE CLASSICS

Race 1 Aidan Byrne (Toyota Celica)

Race 2 Paul Flanagan (Renault Clio)

HRCA

Race 1 Jackie Cochrane (Sunbeam Tiger)

Race 2 Gareth Thompson (MGB GTV8)

FIESTA ZETECs

Race 1 Michael Barrable

Race 2 Ian Fishbourne

FORMULA VEE

Race 1 Anthony Cross (Sheane)

Race 2 Tim Murray (Leastone)

FORMULA SHEANE

Race 1 Derek Roddy

Race 2 Richard Kearney

GINETTA JUNIOR IRELAND

Races 1 & 2 Sean McGovern

SUPERKARTS

Races 1, 2 & 3 Eoin Buckley

For full results visit: timing.ie

Brace of wins
went to Graham in
Classic Sports and
Saloon contest



Graham triumphs as rivals hit by problems on SMRC away trip

**CADWELL PARK
SMRC
12 SEPTEMBER**

The Scottish Classic Sports and Saloon Championship's opening race during the Scottish Motor Racing Club's away round at Cadwell Park was a battle of survival from the very beginning and was eventually won by Andrew Graham in his Triumph TR8.

Mike Cannon's Lotus Seven broke a halfshaft at the start, and Adam Kinmond's Rover pulled off with locking brakes, while polesitter John Kinmond began building a lead in his Rover 3500. Charlie Cope's VW Golf also disappeared on the first lap after he accidentally switched off the car's fuel pump.

Within a few laps, leader Kinmond was struggling. He had rewelded the rear suspension on his car after qualifying, but it broke again. Graham cruised away into the distance, despite unknowingly losing a bumper during Cope's exit. Martin Reynolds (Ford Escort) narrowly held off Philip Russell's BMW for second.

Graham triumphed again in race two, although he was being pushed hard by John Kinmond. The eventual race winner expecting Kinmond to charge through from the back, but not quite as quickly as he did. Cannon was also on a mission from the rear of the grid, but lapping backmarkers dropped him to fourth behind Russell.

Jamie Blake won the first Mini encounter after his Cooper S class rival Andrew Lamont retired with a broken catalytic convertor. Cooper class winner Chad Little held second, while Michael Weddell climbed from sixth to third. Lamont almost retired from the second race, but his car survived a fuel pump issue to maintain second behind Blake, with Little third. Championship leader Weddell made the most of a reversed grid for the Cooper-only third race, salvaging some points with a win.

The Citroen C1 races provided a maiden double win for teenager Kyle Nisbet, only at the third senior race meeting of his career. It looked to be a battle between Dan Martin and Colin Main for second in the opening race, but Main made a mistake and slipped to sixth. Martin was second with reigning champion Ross Dunn third. Dunn overtook Martin late in race two for a runner-up spot of his own.

Liam McGill and Simon Smail scored a win apiece in the Scottish Fiesta ST Trophy. McGill built up a sizeable lead in race one and finished just over six seconds ahead of Smail. McGill's rivals ganged up on him at the start of race two, with Smail and Steven Gray boxing him and temporarily leaving him behind. A safety car period to recover Scott Smith's car set up a close finish, with Smail prevailing over McGill and Mark Dickson.

WEEKEND WINNERS

SCOTTISH CLASSIC SPORTS & SALOONS
Race 1 & 2 Andrew Graham (Triumph TR8)

SCOTTISH MINI COOPER/COOPER S CUP
Races 1 & 2 Jamie Blake (Cooper S)
Race 3 Michael Weddell (Cooper)

SCOTTISH C1 CUP
Races 1 & 2 Kyle Nisbet (below)

SCOTTISH FIESTA ST CUP
Race 1 Liam McGill
Race 2 Simon Smail

ALLCOMERS TROPHY
John Kinmond (Rover 3500)



For full results visit: speedhive.mylaps.com

The Minis and the Classics made up the leading group for the Allcomers contest, which featured cars from all four championships at the meeting. It was won by John Kinmond, with Cannon second after getting a superb start to jump from fifth to second off the line and run behind Kinmond. The Rover's physical size and greater power meant that Cannon couldn't get past, although he did a good job of defending from Russell, whose M3 got ominously close at times.

Blake had started from pole but was down on power compared to the Classic cars and had to settle for fourth ahead of Lamont. The 15-lap race was disrupted by a lengthy safety-car period to retrieve Paul Bowers's Fiat 128 from the barriers at Hall Bends.

RACHEL HARRIS-GARDINER

Lamont couldn't match
Blake in Mini Cooper S



ALL PHOTOGRAPHY WALKER

WORTH
£299



STEERING WHEEL AND PEDAL SET

Thrustmaster's T150 and TMX force-feedback steering wheels are hugely popular choices in the sim racing fraternity, and the new T248 promises a strong upgrade as well as an LCD dash readout that offers an extra level of immersion and realism.

If you're remotely serious about racing games then a force-feedback wheel-and pedals set-up is a must. Thrustmaster's Hybrid Drive force-feedback system is a hybrid of belt and gear-driven underpinnings that simulate steering and cornering forces much more realistically than the rumble mechanisms in entry-level wheels. The motor in the T248 is claimed to be 70% more powerful than the equivalent in Thrustmaster's T150/TMX force-feedback wheel, peaking at 96W.

Officially licensed for PlayStation 4 and 5, the Thrustmaster T248 is plug-and-play straight out of the box when mated to Sony's consoles. It's also compatible with Windows 10 PCs, and an Xbox version is expected before the end of the year.

Thrustmaster has obviously been listening to user feedback. The three-spoke wheel is now lined with foam-filled leather rather than rubber to more accurately mimic the tactile feel of a real racing car's wheel, and the magnetic actuation of the paddle-shift mechanism behind the wheel is much closer to the real thing than microswitches. Most significantly, the multi-adjustable T3PM pedal set is a real step up from the add-on T3PA set.

The T248 wheel also introduces features usually associated with higher-end products, including customisable encoder switches and a digital telemetry display compatible with *F1 2021* and a growing list of other games.

Wheels with direct-drive mechanisms remain the choice of professionals but come with price tags to match. At this price point – RRP is £299.99/€349.99/\$399.99 – the T248 is a clear class leader for gaming enthusiasts as well as hardened Esports competitors.

THE PRIZE

Thrustmaster T248 steering wheel and T3PM pedal set

QUESTION

Which of these is the fastest car available in Gran Turismo Sport?

- 1 SRT Tomahawk X VGT
- 2 Audi Quattro S1
- 3 Mercedes-Benz SLR McLaren

TO ENTER

choose the correct answer and go to **autosport.com/competition** or use the QR code below

TERMS AND CONDITIONS 1. To enter, visit autosport.com/competition. Competition closes at 2359 on 22 September 2021. 3. This competition is open to UK residents aged 18 or over. 4. No cash alternative. 5. Prizes are non-transferable. 6. Only one entry per person. 7. Winner will be selected at random from the correct entries. 8. The prize is a Thrustmaster T248 Steering Wheel worth £299.99/€349.99. The Promoters: Autosport Media UK Ltd., 1 Eton Street, Richmond, TW9 1AG

For full terms and conditions: survey.alchemer.com/s3/6513548/Thrustmaster-Full-Terms-and-conditions





Hopkins' (#21)
move to Kawasaki
in 2008 one of the
lows of his racing
career

A RACING CAREER OF HIGHS



BOOK
JOHN
HOPKINS:
LEATHERED
RRP £20

Autobiographies
written by
ex-racers are
10 a penny

these days, and there's a pretty strong case to be made that a fair few of them aren't exactly essential reading.

That sentiment, however, very much does not apply to *Leathered* – the autobiography written by ex-MotoGP rider John Hopkins, with help from esteemed bike racing journalist and broadcaster Matt Roberts.

'A life taken to extremes... on and off the bike' is an apt subtitle for Hopkins' book. For those unfamiliar with MotoGP, Hopkins' career may very easily have passed you by. On paper it fell way short of serving up the results a rider of his talent deserved, Hopkins scoring just four podiums in his time in the premier class.

But Hopkins' tale is one that is well worth investing in, for this is not your typical paint-by-numbers recount of one man's sporting career.

The 341-page read opens with the aftermath of the career-ending injury Hopkins suffered at Brands Hatch during a 2017 British Superbike Championship round, the mangling accident leaving his well-battered body with more serious injuries. Injury is a common theme of Hopkins' book and in many ways came to define his racing career.

This atypical read then throws another curveball in its first chapter, Hopkins recounting the first time he was stopped by border control in America on his way back from Tijuana in Mexico – with fistfuls of oxycodone pills concealed on his person!

As much as it's about racing, *Leathered* is mainly the story of one man's battles with addiction – something that was a consequence of his racing life.

Hopkins burst out of a brief start to his road racing career in his teens in the 1990s in America to join the Red Bull Yamaha squad in MotoGP in 2002 aged just 18, and was signed as a factory Suzuki rider for the following season. Hopkins would remain with Suzuki through to the end of 2007, scoring all of his MotoGP podiums with the marque that year.

For 2008 he was signed to

Kawasaki on a \$10million contract – but it was a disastrous move, the bike far from competitive and the project folding at the end of the season.

Through those seasons Hopkins recounts the highs – in more ways than one – the crushing lows, and the mounting injuries. The American spares no details when it comes to his battles with his addictions, from his increased dependence on alcohol to try and help him sleep as the misery of his Kawasaki season dogged his mental health. Nor does he shy away from the role prescription painkillers played in his life, forcing him into his risky trips into Mexico to feed his demons, and the effects all of this had on his personal relationships.

That candidness continues through his opening up about his thoughts of suicide as he hit his lowest point, and the work he did through rehab programmes to build himself back up and get his racing career back on track in the 2010s in BSB. Pleasingly, a whole chapter is dedicated to his epic title battle with Tommy Hill in 2011, which came down to just 0.006 seconds at the Brands finale in the latter's favour.

Through the tragedy of losing



ALL PHOTOGRAPHY
motorsport
IMAGES

AND LOWS



his father at a young age and the struggles of later life, *Leathered* is by no means a morbid story. There are a lot of genuinely laugh-out-loud moments as Hopkins recounts tales of wild grand prix parties and pokes fun at some of his own drunken antics. Written in a completely unfiltered manner, the style of *Leathered* feels more like Hopkins is in the room having a conversation with you.

This, accompanied by his eye-opening stories, makes *Leathered* a hard book to put down. In a time when mental health in sport is no longer considered taboo, Hopkins' candidness is another refreshing reminder of the change in times.

For bike racing fans or otherwise, *Leathered* is a must-read.

LEWIS DUNCAN

FINISHING STRAIGHT

WHAT'S ON

INTERNATIONAL MOTORSPORT

IndyCar Series

Round 13/14

Laguna Seca, USA

19 September

TV Live Sky Sports F1, Sun 2000

European Le Mans Series

Round 5/6

Spa, Belgium

19 September

TV Live on

Motorsport.tv, Sat 1200,

Sun 0940

DTM

Round 6/8

Assen, Holland

18-19 September

TV Live BT Sport ESPN,

Sat 1215, Sun 1215

DTM Trophy

Round 5/6

Assen, Holland

18-19 September

TV Live BT Sport ESPN,

Sat 1400, Sun 1400

Indy Lights

Round 9/10

Laguna Seca, USA

18-19 September

NASCAR Cup Series

Round 29/36

Bristol, USA

19 September

TV Live Premier Sports 1,

Sun 0000

NASCAR Xfinity Series

Round 26/33

Bristol, USA

17 September

NASCAR Truck Series

Round 18/22

Bristol, USA

16 September

MotoGP

Round 14/18

Misano, Italy

19 September

TV Live BT Sport 2, Sun 1230

World Rallycross

Round 4/7

Riga, Latvia

19 September

TV Live BT Sport 2, Sun 1500

UK MOTORSPORT

Goodwood Revival BARC

17-19 September

Revival meeting: classic and historic races.

See page 58 for preview.

Croft BARC

18-19 September

BTCC, British F4, Ginetta GT4 Supercup, Ginetta GT5 Challenge, Ginetta Junior, Mini Challenge, Porsche Carrera Cup GB

TV Live ITV4, Sun 1135

Castle Combe CCRC

18 September

Bernie's V8s, FF1600, GT, Hot Hatch, Might Minis,

Saloon, Track Attack

Brands Hatch MSVR

18-19 September

Champion of Brands, Clubmans, Elise Trophy, EnduroKa, Focus Cup, Modified Ford Series, Sports 2000

Donington Park MSVR

18-19 September

7 Race Series, F3 Cup, GPR Trophy, GT Cup, Monoposto, Radical Challenge, Radical SR1 Cup

Silverstone MSVR

18-19 September

Ferrari Challenge, Ferrari Classic

Snetterton BARC

18-19 September

British Trucks, CTCRC (BOSS/Thunder, JEC, Pre-'66/'83, Pre-'93/'03, Legends, MG Owners Club, Pickups, Snetterton Saloons

Mallory Park HSCC

18-19 September

70s Roadsports/80s Production, Classic Clubmans, Classic FF1600, Historic F3, Historic FF1600, Historic FF2000, Historic Roadsports, Historic Touring Cars, Midget & Sprite Challenge

Knockhill KMSC

18-19 September

CNC Heads Sports/Saloons, Modsports, Scottish Legends, Super Lap Scotland



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WHAT COULD HAVE BEEN

When a career-changing move goes begging

THE MAHINDRA SUB ROLE

The roll call of newly crowned junior single-seater champions was in rude health in the winter of 2015. Stoffel Vandoorne had waltzed to an emphatic GP2 title, Esteban Ocon was top of the GP3 tree, Felix Rosenqvist had added Macau Grand Prix success to his European Formula 3 crown, and Oliver had won the Formula Renault 3.5 spoils.

All four were on Mahindra Racing boss Dilbagh Gill's shortlist when he wanted a replacement for his injured Formula E driver Nick Heidfeld in Punta del Este in December. The German was recovering from minor ligament surgery in his left wrist, after the steering wheel had snapped out from his grip in Putrajaya.

"We knew there would be at least one race to give to a driver while Nick recovered," recalls Gill (inset, above). "I thought we should reward a champion."

Vandoorne's electric debut would wait until 2018-19 with HWA, while Rosenqvist – who Gill later signed for the 2016-17 season – slipped down the order when his response to the call, says Gill, was 'What is Formula E?'

As for Ocon, Gill continues: "I did speak to Fred Vasseur [his ART Grand

Prix boss], I remember, to get in touch. He was interested but wasn't available."

That left Rowland, who offered Gill a pleasing "emotional connect" in that the Brit was coaching the team boss's fellow Indian Jehan Daruvala. Gill adds: "I said, 'OK, Oliver, you're doing nothing all Christmas. Come over to Punta', and he jumped in the car."

Rowland hot-footed it to Mahindra's simulator before arriving in Uruguay, where he qualified 16th and finished 13th (above). He landed a Formula E TV pundit gig following his one-off before turning his hand to GP2 with MP Motorsport.

He and Gill kept in touch, exchanging pleasantries over text, before Rowland made his eventual full-time Formula E switch in 2018-19 with Nissan e.dams. That ongoing healthy rapport has paved the way for a move to Mahindra to fully reunite with Gill for the 2022 campaign.

But perhaps in their no-love-lost rivalry, Ocon might just have pipped Pierre Gasly to a first Formula E substitute appearance prior to the 2020 Italian GP winner subbing for a fixture-tied Sebastien Buemi at New York in 2017.

MATT KEW

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